# enerpure™

Recycling that Fuels the Energy Transition

Corporate Presentation: January 16, 2025

## Our Goal: 21/6

**Eliminating a million tonnes of greenhouse gases within 6 years.**

# Notice to Reader

- All figures presented in US Dollars unless otherwise denoted.

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# Ready to Deploy

## Recycling used motor oil to reduce greenhouse gases while producing a lower carbon-intensive marine fuel

**Tremendous Global Opportunity:** Targeting the growing 17 billion litres of Used Motor Oil (UMO) that is currently not recycled but is burnt or dumped.

**Targeting North America:** 1.7 billion litres of collected UMO is being burnt in the US.

**Localized Solution:** Smaller footprint and lower CAPEX (~5%) enables regional recycling of the disseminated problem to “bring the solution to the problem”.

**Proven and Validated:** 1.6 million litres processed with patented technology and 1.2 million litres sold to provide market validation.

**Marine Fuel Market:** Substantive and growing market with increasingly stringent fuel requirements. Our fuel is 14.6% less carbon intensive and a low sulphur content.

**Compelling Solution:** Addresses significant environmental issues while delivering strong economic returns (IRR: 51%) and reducing GHG emissions (36,315 tonnes/recycling plant).

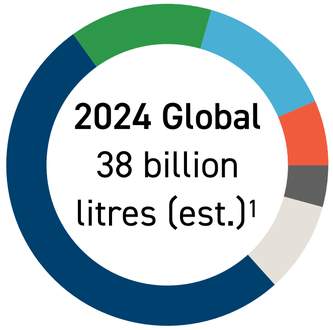
**Delivering:** Near-term growth catalysts with a focused and robust deployment plan.

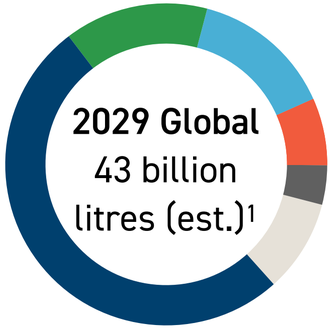
# Tremendous Global Opportunity

**Used Motor Oil (UMO) is a waste product generated by the global lubricants market.**

## Global Lubricants Market

**Forecasted to continue to grow.**




- Engine Oil
- Transmission & Gear Oils
- Metalworking Fluids
- Hydraulic Fluids
- Greases
- Other Product Types

## Estimated Global UMO

**30-44% of lubricants will be "lost-in-use".**

UMO is petroleum-based or synthetic lubricating oil that cannot be used for its original purpose due to contamination and is a globally disseminated problem.

**2024 Global UMO**
24 billion litres (est.)[2]

**2029 Global UMO**
27 billion litres (est.)[2]

## Where Does it Go?

Most preferred option

**Recycled:** UMO doesn't wear out - it just gets contaminated and can be recycled into re-refined lubricants or other petroleum products.[3]

Improper handling and burning **raises environmental and health concerns** due to release of **hazardous emissions.**[3]

**Burnt:** UMO includes additives, metals, and various other compounds, which are combusted and released into the air.[4]

**2024 Global**[4]
17 billion litres

**2029 Global**[4]
19 billion litres

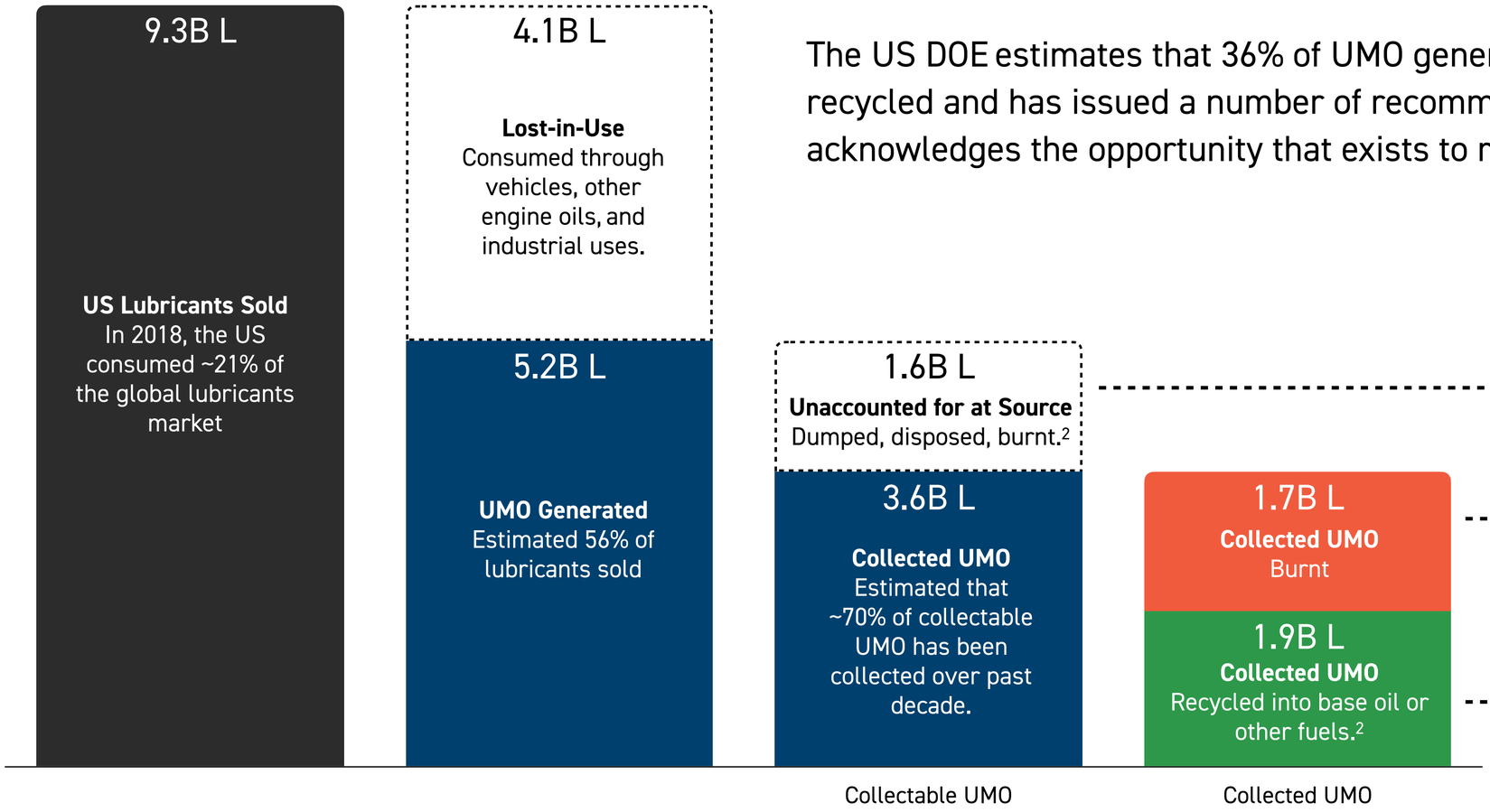
**Dumped:** One litre can contaminate up to 1,000,000 litres of fresh water.

Least preferred option

[1] Mordor Intelligence, Global Lubricants Market (Study Period: 2016–2029) used to forecast underlying driver of market to understand macro-trends.
[2] Actual loss in use numbers are difficult to quantify given a lack of quantitative data such as vehicle motor oil loss and consumption rates and variation by geographic region. US Department of Energy (DOE) estimated 44% in its 2020 Report.
[3] December 2020 US DOE Report to Congress: Used Oil Management and Beneficial Reuse Options
[4] No aggregated dumped or burnt UMO data exists and practices are likely to vary significantly between jurisdictions. Figures provided are internal company estimates to illustrate the size of the potential issue and the tremendous opportunity that exists. Burning UMO releases more hazardous compounds than burning cleaner energy sources.

# Targeting North America

## The improper disposal of UMO is a growing North American and global issue.




The US DOE estimates that 36% of UMO generated is recycled and has issued a number of recommendation and acknowledges the opportunity that exists to recycle UMO.[1]

**Secondary Opportunity**
More localized recycling should enable more cost-effective collection and therefore higher collection rates.

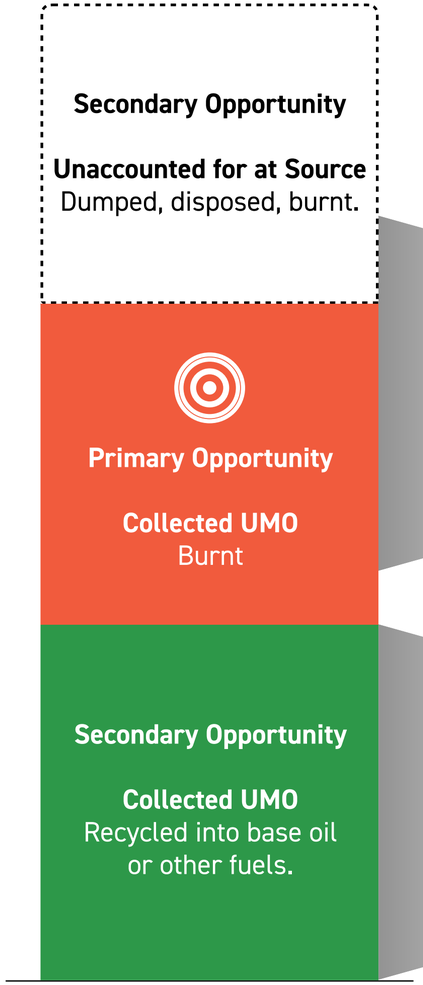
**Primary Opportunity**
Recycling the 1.7 billion litres of UMO currently burnt.

**Secondary Opportunity**
Through direct competition with existing recyclers.

[1] US Congress commissioned the comprehensive report, **December 2020 US DOE Report: Used Oil Management and Beneficial Reuse Options** which evaluated and made a number of recommendations in respect of UMO in the US.
[2] In 2018, the DOE estimated that 18% of lubricants sold (31% of UMO) were unaccounted for at source (e.g. burned in generators, recycled onsite, or disposed of in landfills or dumped into storm sewers).

# We Bring the Solution to the Problem

## While delivering a premium product with a localized solution.




### Current State

Limited recycling (<40%)[1] from much larger facilities[2] focus on the production of base oils.

- Lack of Recycling Alternatives
- Convenience & Capacity
- Economic Motivation
- Lack of Regulations or Enforcement

- Capital intensive with large footprints
- Require extensive collection networks
- Smaller market for re-refined lubricants
- End-product stigma of re-refined lubricants

### Our Impact

- ✓ Achieving 21/6 goal will increase recycling alternatives and industry capacity.
- ✓ Compact repeatable modular skid mounted design enables ease of deployment (18 months) and minimizes cost.
- ✓ Smaller site requirements (3 acres) and labour requirements (14 staff) minimize operating costs.
- ✓ Viable localized solutions will enable better environmental enforcement.

- ✓ Lower CAPEX ($15m): ~5% of alternatives.[3]
- ✓ Processing capacity reduces need for extensive collection network.[4]
- ✓ Selling finished product into substantive and growing marine fuel market.
- ✓ Producing a premium in-demand product vs. the stigma associated with a re-refined lubricants.

[1] Recycling rates vary by region and depending on loss-in-use estimates, could be as low as 20%.
[2] Clean Harbors, Heritage-Crystal Clean, etc. are focused on production of base oils.
[3] Competitor solution: $293m per plant
[4] 31.5m litres/198k barrels annually

# Proven & Validated

## Through UMO recycling at pilot plant and fuel sold to Maersk Shipping.

1.6m litres processed[1]

Manitoba Pilot Plant


1.2m litres sold[2]

MAERSK

Drop-in fuel that blends seamlessly with existing marine fuels; requiring zero operational changes.

**43% scale** of full commercial plant[3] and exceeded expectations in terms of validating the technology, operating processes, and market demand.

### UMO Feedstock

With less contaminants than crude oil.

### Pretreat

UMO is treated and prepared for thermal cracking.

### Crack

Thermal cracking breaks the purified UMO into smaller hydrocarbon molecules.

### Distill

Distillation separates the fuel streams that meet the specifications for sale as marine grade fuel.

### Marine Fuel

With 14.6% Lower Carbon Intensity[4]

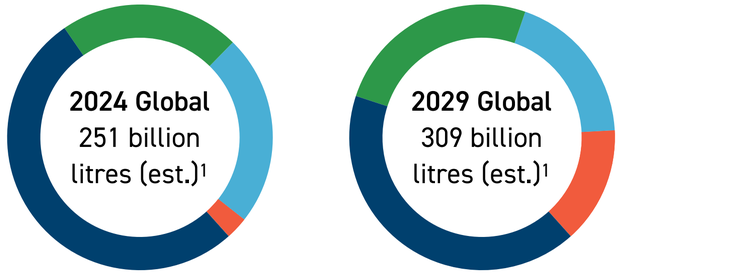
Patented UMO **recycling process via a refinery**, using technology and processes deployed in the petroleum industry for over a century, with 16 patents in key strategic markets around the world.

[1] Equivalent of 0.4m gallons/10,000 barrels
[2] Equivalent of 0.33m gallons/7,800 barrels; sold via Elbow River Marketing, a subsidiary of Parkland, primarily to Maersk, the world's largest container shipping company.
[3] Processing capacity of Manitoba Pilot Plant was 1,700L/hr, full scale commercial plant is 4,000L/hr.
[4] Third-party report calculated 14.6% lower carbon intensity.

# Marine Fuel Market

## Growing global demand while exceeding more stringent requirements

### Marine Fuel Market




- High Sulphur Fuel Oil (HSFO)
- Marine Gasoil (MGO)
- Other
- Very Low Sulphur Fuel Oil (VLSFO)
- Liquid Natural Gas (LNG)

**Energy Density**

Marine fuels are approximately 20 times as energy dense as the most advanced Tesla batteries.[2]

| Projected Global Market Share | |
|---|---|
| 21/6 Goal | 0.2% |
| 54/10 | 0.5% |
| 10% of UMO Market (76 plants) | 0.7% |

### Growing & Evolving Market

**International Maritime Organization (IMO) Looking for Cleaner Solutions.**

Legislation is driving change in the industry.[3]

IMO mandates max. sulphur content: 0.5% (international) and 0.1% (inter-coastal).[4]

IMO strategy to reduce carbon intensity.[5]

IMO 2030 target to reduce GHG emissions by 40%.[5]

### Our Solution

**Our LSMGO and VLSFO meets and exceeds the IMO's Stringent New Requirements.**

**Sulphur Content <0.1%**

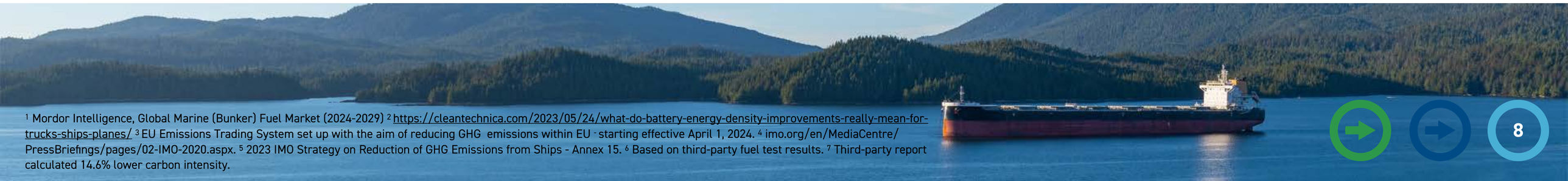
Exceeds ultra-low sulphur oil marine fuel standards including ISO 8217.[6]

**14.6% Less Carbon Intensive**

Reduces GHG emissions by 36,315 tonnes and CAC emissions by 437 tonnes annually.

**Higher Cetane Value & Lower Ash Content**

Delivers cleaner burning fuel with increased fuel economy.



[1] Mordor Intelligence, Global Marine (Bunker) Fuel Market (2024-2029) [2] https://cleantechnica.com/2023/05/24/what-do-battery-energy-density-improvements-really-mean-for-trucks-ships-planes/ [3] EU Emissions Trading System set up with the aim of reducing GHG emissions within EU - starting effective April 1, 2024. [4] imo.org/en/MediaCentre/PressBriefings/pages/02-IMO-2020.aspx. [5] 2023 IMO Strategy on Reduction of GHG Emissions from Ships - Annex 15. [6] Based on third-party fuel test results. [7] Third-party report calculated 14.6% lower carbon intensity.

# Compelling Annual Impacts

## Addressing environmental need with strong economic returns

## Initial Goal: 21/6

**Eliminating a million tonnes of GHGs within 6 years.**

### 21 plants/6 years

662m litres (4.2m barrels) UMO processed annually

609m litres (3.8m barrels) of marine fuel produced annually

GHGs 0.8m Tonnes[3]

Op. Cash Flow $112m

Sales $330m

EBITDA $145m

### 54 plants/10 years[1]

1,572m litres (9.9m barrels) UMO processed annually

1,447m litres (9.1m barrels) of marine fuel produced annually

GHGs 1.8m Tonnes

Op. Cash Flow $345m

Sales $978m

EBITDA $381m

### 10% of Global UMO Market (76 plants)[2]

2,213m litres (13.9m barrels) UMO processed annually

2,036m litres (12.8m barrels) of marine fuel produced annually

GHGs 2.6m Tonnes

Op. Cash Flow $485m

Sales $1,376m

EBITDA $537m

Excludes monetizing any carbon credits and recycling credits. Each Recycling Plant is estimated to remove 36,315 tonnes of GHG emissions and 437 tonnes of CAC emissions annually.[4]

[1] Figures derived from EP 10yr Financial Model based on build out plan. Annual impact of operating all 54 recycling plants would be 1,961k, respectively.
[2] Indicative estimate based on extrapolation of financial models.
[3] Cumulative removal of over one million tonnes of GHGs.
[4] GHG emissions calculated by SLR Consulting (Canada) Ltd. to commercial design size.

# Strong Economic Returns

## Understanding the Key Financial Drivers

**Sales $330 Million**

**EBITDA $145 Million**

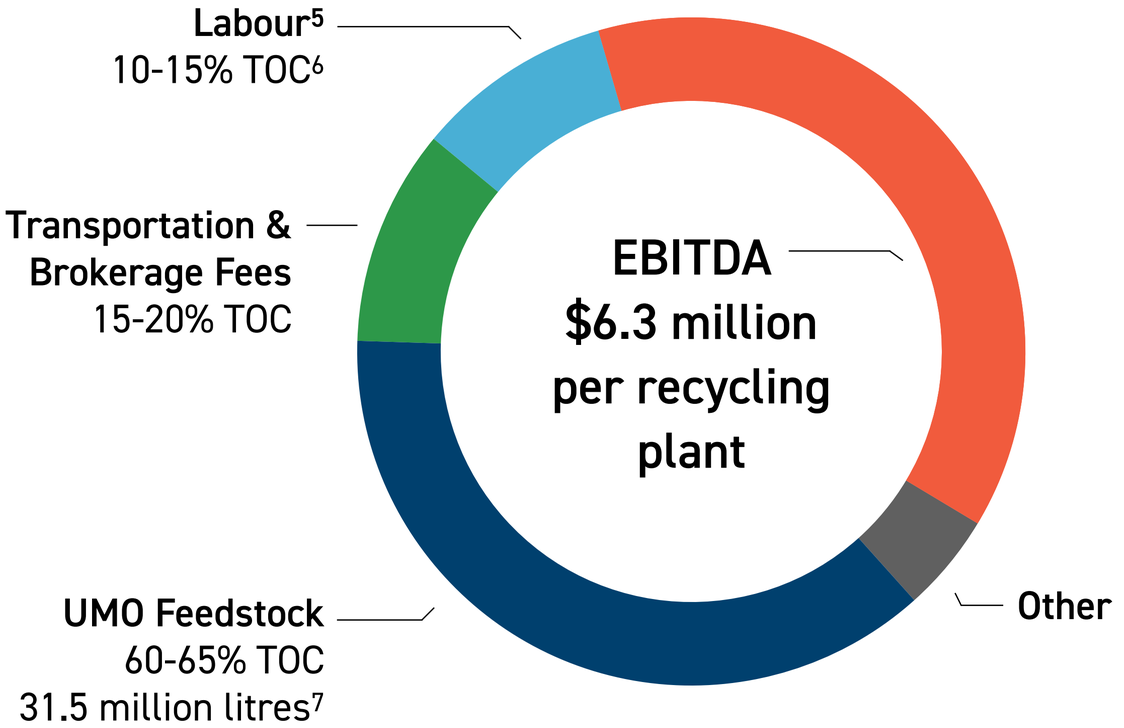
**Based on 21 plants in 6 years (21/6)**

### Recycling Plant Economics[1]

- CAPEX: $15m (per daily flowing barrel: $29,400)
- Payback: Less than 2.5 years
- IRR: 51%
- Gross Revenue from 29m[2] litres: $15.6m[3]
- EBITDA: $6.3m
- Industry leading 93% conversion rate
- Cost of Conversion: 6.0 cents per UMO litre

### Fully Loaded First Commercial Plant Economics

- Fully loaded CAPEX: $21m[4], Payback: 3.3 years, IRR: 36%




Securing a dependable and consistent supply of feedstock will be key in any site selection criteria.[8] Recycling plants have been specifically sized to reduce permitting timelines. UMO prices have historically correlated with energy prices.

[1] Based on pre-tax Alberta project economics; FX rate of 1.38
[2] Equivalent to 8.3m gallons/198k barrels
[3] Based on $80 per barrel (Excludes monetizing any carbon credits and recycling credits.)
[4] Includes initial one-off engineering costs.
[5] Based on continuous operation with 4 shifts of 3 operators.
[6] Total Operating Cost
[7] Equivalent to 7.7m gallons/182k barrels
[8] For example, Alberta collected approximately 90 million litres in 2023/24. Our plant recycles 31.5 million litres annually.

# Deployment Schedule - 21/6

**Design, locate, build, and operate 21 recycling plants in 6 years.**

Compact and Repeatable Modular Design[2]


| | Design | Locate (UMO / Site / Off-take) | Build | Operate |
|---|---|---|---|---|
| **Phase I:** Alberta Plant | ✓ | ✓ ✓ ✓ | ✓ | ✓ |
| | Updated Commercial Design Near Completion[2] ✓ ✓ ✓ | | **Finance:** March 2025<br>**Construction Engineering:** Q2 2025<br>**Fabrication & Construction:** Q3 2025 | **Start of Commercial Plant Operations:** Q1 2027 |
| **Phase II:** 2027 & 2028 Plants | Use of Standardized Design from Alberta Plant | **On-going site identification and selection for next plants:** April 2025 onwards | **Finance:** Q1 2027<br>**Fabrication & Construction:** Q3 2027 onwards | **Start of Phase II Operations:** Q1 2029 onwards<br>**9 operating plants by end of 2029** |
| **Phase III:** to 2033 | Use of Standardized Design from Alberta Plant | | **On-going Fabrication & Construction from Phase II** | **28 operating plants by end of 2031**<br>**54 operating plants by end of 2034** |

[1] The Pilot Plant was designed for testing and proofing of the technology; processed 1.6m UMO litres, primary end customer has been Maersk.

[2] EnerPure has updated the process engineering package for its 4,000 litres per hour (31.5m litres of UMO processed annually) recycling plant which will be the common design across all future sites with only minor site specific engineering work required, which is included within the capital estimates on slide 10.

# Experienced Executive Management Team

## That has laid the foundation for future success.

EnerPure has been able to attract, retain and will continue to engage the right individuals to drive the business forward with the right mix of leadership, industry knowledge and past startup experience.

**Todd Habicht**

*CEO & Board Chair*

Founder of EnerPure.

Successfully started & sold multiple businesses in various industries.

**Doug Kroeker, P.Eng**

*President & COO*

Over 30 years of petroleum and energy experience in North America, Middle East, and Africa.

**Damian Towns, CPA**

*CFO & Corporate Secretary*

Over 25 years of experience in progressive and rapid-growth companies, spending over 15 years leading organizations at the executive level.

Our Executive team has over 80+ years of relevant experience in both the energy industry and growth stage enterprises including 30+ years in the UMO recycling industry. This extensive experience includes technology development, permitting, design & engineering, project development, financing, construction and operation around the globe.

- **Design**: Leading all facets of engineering, design and development of capital-intensive projects
- **Locate**: International experience in the Americas, Europe, the Middle East, and Africa
- **Build**: Significant project construction experience and commissioning
- **Operate**: Management and financial oversight and leadership of production and operations

# Company Overview

## Share Structure, Ownership, and Financings

| Share Structure (CAD$ millions)[1] | |
|---|---|
| Common Shares Outstanding | 151.5 |
| Dilutive Securities[2] | 22.4 |
| Fully Diluted Common Shares | 173.9 |
| Last Unit Offering Price | $0.55 |
| **Implied Market Capitalization at 2023 Financing[3]** | **$83** |
| Cash[4] | $0.4 |
| Total Cash Raised to Date[5] | $40.5 |

| Latest Financings |
|---|
| C$7.4 million at $0.55 per unit (Nov 2023) |
| C$2.4 million at $0.40 per unit (Mar 2022) |
| SDTC Grant: C$3.5 million (2019) |

| Ownership[1] | |
|---|---|
| Management & Insiders | 36% |

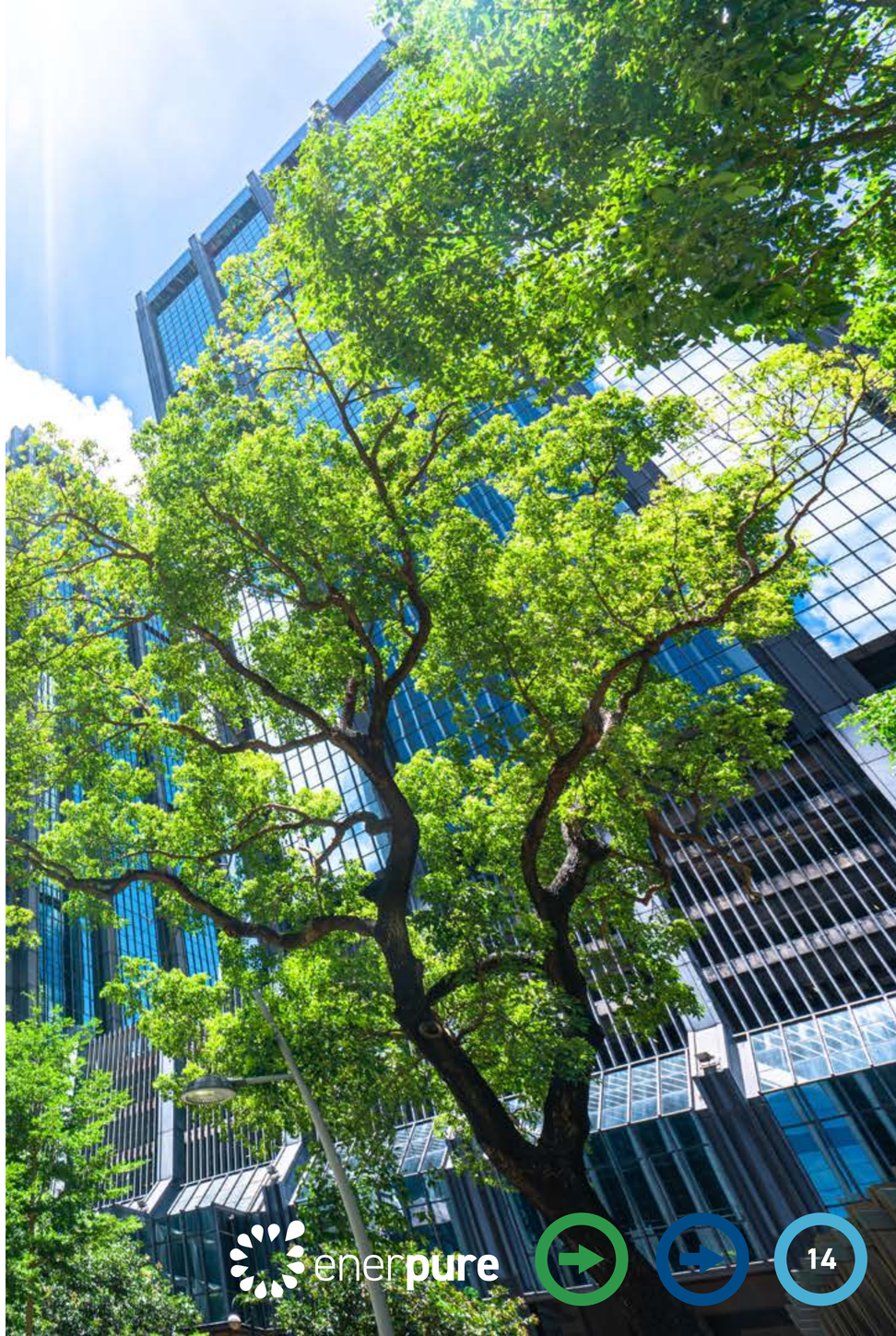
[1] As of December 31, 2024 [2] Warrants, Options, and Restricted Stock Units (RSUs) [3] Using last financing price and current outstanding shares; does not consider post-financing growth catalysts achieved on Slide 14. [4] As of December 31, 2024 [5] Includes $29.6 million in equity; $8.9 million in non-repayable government funding, and $2.0 million in debt.

# Growth Catalysts

## Upcoming milestones fuelling our growth

- [x] Conversion Efficiency Increase (88% to 92%) - Q1 2024
- [x] Product Mix Optimization - Q3 2024
- [x] Commence site permitting for Alberta - Q3 2024
- [x] Completion of Process Engineering Package - Q4 2024
- [x] Update to GHG Emission and Carbon Intensity Study - Q4 2024
- [ ] Financing terms and structure for Phase I: Alberta Plant - H1 2025
- [ ] Completion of Alberta Drawings & Construction Package - H2 2025[1]
- [ ] Completion of Alberta site permitting - H2 2025[1]
- [ ] Commence Alberta Plant fabrication - H2 2025[1]

[1] Subject to financing



# Investment Thesis

## Our Goal: 21/6

**Eliminating a million tonnes of GHGs within 6 years.**

Lack of recycling represents a tremendous market opportunity.

Focused on 1.7 billion litres of collected UMO that is being burnt in US.

Localized solution enables regional recycling of the disseminated UMO problem.

Validated strong customer demand with 1.6 million litres processed and 1.2 million litres sold.

Selling marine fuel into substantive and growing market with increasingly stringent fuel requirements.
Our fuel is 14.6% less carbon intensive and has a lower sulphur content.

Providing a compelling solution by addressing a significant environmental issue with strong economic returns (51% IRR and less than 2.5 year payback) while reducing GHG emissions (36,315 tonnes per recycling plant).

Delivering into near-term growth catalysts with a focused and robust deployment plan.

## Recycling that Will Fuel the Energy Transition.

enerpure™

Recycling that Fuels the Energy Transition

**For further information**

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