enerpure™

A Canadian Clean-Technology Industrial Company

Company Overview: September 2026

Not intended for investment purposes.

Notice to Reader

- All figures presented in US Dollars unless otherwise denoted.

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Commercialization Underway

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

Tremendous Global Opportunity: Targeting the growing 17B litres (4.59B gal) of Used Motor Oil (UMO) that is currently not recycled but is burnt or dumped.

Targeting North America: 1.7B litres (459M gal) of collected UMO is being burnt in the US.

Localized Solution: Smaller footprint and lower CAPEX enables regional recycling of the disseminated problem to "bring the solution to the problem".

Proven and Validated: 1.6M litres (0.42M gallons) processed with patented technology and 1.2M litres (0.32M gallons) sold to provide market validation.

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

Compelling Solution: Addresses significant environmental issues while delivering strong economic returns and reducing GHG emissions (37,643 tonnes/recycling plant).

Experienced Leadership: Leadership team that has "been there, done that" and is supported by a strong Board of Directors and Advisors.

Commercialization Underway: Finalizing engineering to build Alberta Commercial Plant and develop project pipeline for future plants.

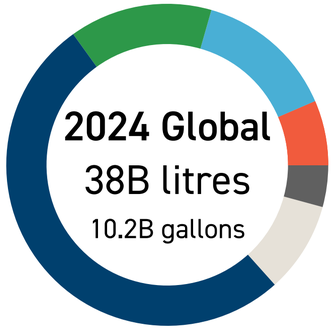
Fully Funded
to build Alberta Plant and develop pipeline for future plant deployments.

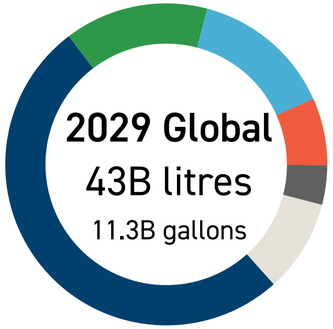
Tremendous Global Opportunity

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.)[1]
6.4 billion gallons

2029 Global UMO
27 billion litres (est.)[1]
7.1 billion gallons

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.[2]

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

Burnt: UMO includes additives, metals, criteria air contaminants (CACs) and various other compounds, which are combusted and released into the air.[3]

2024 Global[3]
17 billion litres
4.5 billion gallons

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

2029 Global[3]
19 billion litres
5.1 billion gallons

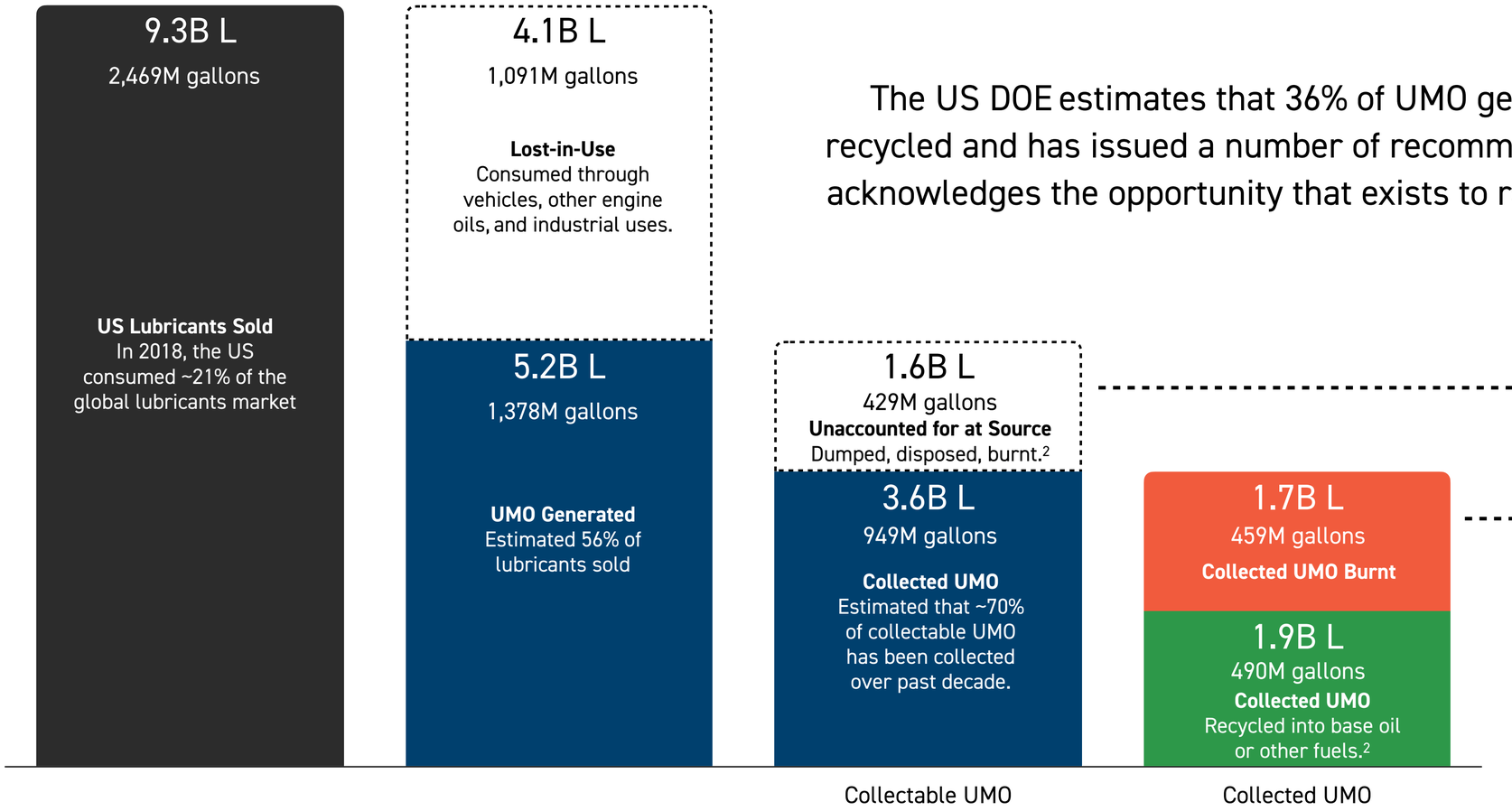
Least preferred option

1. 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.
2. December 2020 US DOE Report to Congress: Used Oil Management and Beneficial Reuse Options
3. No aggregated dumped or burnt UMO data exists and practices are likely to vary 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 market represented below is indicative of the North American market.



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 (1.6B L or 429M gal)
More localized recycling should enable more cost-effective collection and therefore higher collection rates.

Primary Opportunity
Recycling the 1.7B litres (459M gal) of UMO currently burnt.

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

Secondary Opportunity

Unaccounted for at Source Dumped, disposed, burnt.

Primary Opportunity

Collected UMO Burnt

Collected UMO Recycled into base oil or other fuels.

Current State

Limited recycling exists today[1] with much of it being burnt as a cheap industrial fuel or unaccounted for.

Collectors face year-round generation with only seasonal demand

- Want to collect more but limited by capacity

Burnt seasonally as a cheap industrial fuel

- Operationally inferior to natural gas
- Generates 3.5x the amount of CACs[2]

IMO effectively banned UMO burning at sea[3]

Existing recycling facilities

- Capital intensive with large footprints and deployment timelines
- Large facilities requiring extensive collection networks
- Produce RRBOs[4] which require tighter purity and consistency specs
- RRBO market is much smaller
- Perception risk surrounding RRBO quality and consistency

Our Impact

We address a market need for a dependable year round disseminated solution to increase UMO recycling capacity and address growing environmental concerns. Our design once and build multiple times significantly reduces deployment times and cost.

Provide viable localized solutions to enable better environmental enforcement

- ✓ Preferred customer for UMO collectors by providing reliable year round demand
- ✓ Significantly reduce CACs emissions from the burning of UMO
- ✓ Compact, repeatable, modular design enables ease of deployment
- ✓ Small site size and labour requirements minimize operating costs

The better (smaller) mousetrap

- ✓ Lower CAPEX
- ✓ Simplified, small-scale refinery lowers construction and operating complexity
- ✓ Lower feedstock requirements shrinks collection network size, reducing costs

Preferred in-demand drop-in product

- ✓ Growing marine fuel market is larger than base oil market (250B L vs. <1B L)
- ✓ Lower carbon intensity, lower sulphur content, and higher cetane value
- ✓ RRBO requires tighter purity and consistency than marine fuels

1. Recycling rates vary by region and depending on loss-in-use estimates, could be as low as 20%.
2. Criteria Air Contaminants (CACs) are regulated pollutants such as NO_x, SO_x, particulate matter, CO, and VOCs that are generated during the combustion of UMO due to its elevated sulphur content, metallic additives, and contaminant load.
3. The International Maritime Organization's 2020 global sulphur cap under MARPOL Annex VI effectively eliminated the use of untreated UMO by requiring fuels to meet strict <0.50% sulphur and quality specs that UMO typically cannot satisfy.
4. RRBO: Re-refined Base Oils

Proven & Validated

Using standard petroleum industry technology with 1.2M litres of marine fuel sold

1.6M litres (0.42M gal) processed

Pilot Plant[1]

Validated the technology, operating processes, and market demand.

1.2M litres (0.33M gal) sold[2]

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

UMO Feedstock

With less contaminants than crude oil.

Pretreat

Raw UMO is cleaned of contaminates in preparation for heating.

Heat

UMO is heated to phase change the hydrocarbon molecules.

Distill

Fuel streams are separated into two marine fuel specifications.

Marine Fuel

With third party validated 14.6% Lower Carbon Intensity

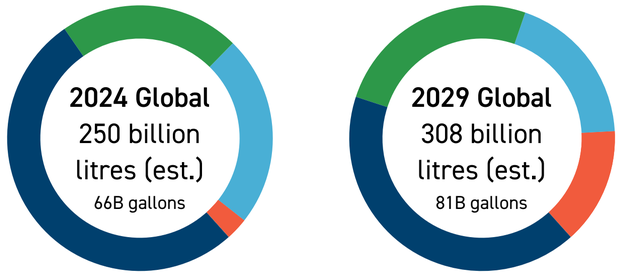
UMO **recycling process via a simplified refinery**, using technology and processes deployed in the petroleum industry for decades, with 16 patents in key strategic markets around the world.

1. Sold after achieving its stated objectives.
2. Sold primarily to Maersk, among the world's largest container shipping companies.

Marine Fuel Market

Growing global demand while exceeding more stringent requirements

Marine Fuel Market



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

Energy Density

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

Growing & Evolving Market

International Maritime Organization (IMO) Looking for Cleaner Solutions.

Legislation is driving change in the industry.

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

IMO strategy to reduce carbon intensity.

IMO 2030 target to reduce GHG emissions by 40%.

Our Solution

Our LSMGO and VLSFO meets and exceeds the IMO's Stringent New Requirements in a hard-to-abate industry.

Sulphur Content <0.1%

ISO8217 DM Grades <0.1% (LSMGO) and Residual Grades <0.5% (VLSFO).

14.6% Less Carbon Intensive

Reduces GHG emissions by 37,643 tonnes and CAC emissions by 453 tonnes annually.

Higher Cetane Value & Lower Ash Content

Delivers cleaner burning fuel with increased fuel economy.

Experienced Leadership Team

That has “been there, done that” and is ready to commercialize this tremendous opportunity

Rick Koshman, P.Eng, MBA

President & CEO, Director

Joined in 2025

Over 25 years of experience and value creation in the energy sector while delivering over $5 billion in capital projects.

Damian Towns, CPA

CFO & Corporate Secretary

Joined in 2023

Over 25 years experience in early and rapid-growth companies with significant transactional experience including 2 successful exits to date ($0.5 billion).

Chris Wright, P.Eng

VP, Project Delivery & Operations

Joined in 2025

Over 25 years of experience delivering complex, capital-intensive energy and infrastructure projects.

Chris Luscombe, P.Eng

VP, Asset Enablement

Joined in 2025

Over 25 years of senior leadership in the energy sector, with deep expertise in regulatory compliance and permitting.

Talisman Energy · PetroKazakhstan · KEYERA · Athabasca Oil Corporation · Canadian Natural · Coro Mining · Photon Control · First Quantum Minerals · Liberty Defense · Valley High · Gibson Energy · EarthTech Solutions

Chris Wright, Chris Luscombe, and Rick Koshman have worked directly with each other for most of the last 20 years, successfully delivering billions of dollars of complex energy projects. That shared history provides a strong level of team alignment and a proven project delivery methodology that provides a high degree of confidence in our project delivery.

Our Leadership team is well supported by experienced industry experts including two Senior Executive Advisors and two Advisory Board Members.

Directors and Advisors

A strong board backed by extensive relevant industry experience

Rick Koshman

Joined 2025

Canadian Natural · KEYERA · ATHABASCA OIL CORPORATION · PetroKazakhstan

Robert Peterson

Joined 2022

ExxonMobil · slb · F&P Fieldstone Partners · envisiongroup International

John Cooper

Joined 2025

PTW · TERVITA · WM Waste Management · Superior Propane · ClearStream · S

Andrea Decore

Joined 2026

fillip · Parkland · TIDEWATER RENEWABLES · SUNCOR ENERGY

Ryan Kanto

Joined 2026

RICE INVESTMENT GROUP · RICE ENERGY · encana

Todd Habicht

Founder, Chairman Emeritus & Senior Executive Advisor

enerpure · unpluggedca · Accutek Innovations · 2send

Founder of EnerPure, with over 25 years of experience as a successful entrepreneur.

Gary Farrar

Senior Executive Advisor

safety-kleen · Crystal Clean

Over 45 years of UMO recycling & environmental services industry experience including as a Senior Executive at Safety-Kleen & Heritage Crystal Clean.

Susan Rohac

Advisory Board Member

bdc

Former Managing Partner of BDC's Climate Tech venture capital fund which focused on investing in Canada's most promising cleantech companies.

Mogens L. Mathiesen

Advisory Board Member

HUB Ocean · ARUNDO

Over 25 years of expertise in maritime technology and specializes in maritime decarbonisation to reduce shipping emissions.

Growth Catalysts

Recent and upcoming milestones fuelling our growth

- [x] Appointment of New President & CEO - Q2 2025
- [x] Appointment of Advisory Board Members - Q3 2025
- [x] Appointment of VP, Asset Enablement and VP, Project Delivery & Operations - Q4 2025
- [x] Secured Emissions Reduction Alberta grant funding (C$6.2M) - Q3 2026
- [x] Close Commercialization Financing (US$35M) - Q3 2026
- [ ] Identification of Second Plant Location - H1 2027
- [ ] Alberta Commercial Plant Operations - H1 2028

Click on completed Growth Catalysts above for associated news release.

Company Summary

- Lack of recycling represents a tremendous market opportunity.
- Focused on 1.7B litres (459M gallons) of collected UMO that is being burnt in US.
- Localized solution enables regional recycling of the disseminated UMO problem.
- Validated strong customer demand with 1.6M litres (0.42M gallons) processed and 1.2M litres (0.32M gallons) 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 while reducing GHG emissions (37,643 tonnes per recycling plant).
- Experienced leadership team that has “been there, done that” and is ready to capitalize on the opportunity.
- Fully funded to build Alberta Commercial Plant and develop project pipeline.

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