



Building a patented marine technology which has the versatility to allow boats to operate off both hydrogen and diesel fuels.

May 2022 | ACN: 658 717 867



POSEIDON MARINE H2

Company Overview

Poseidon Marine H2 is building a versatile boat that will use multiple fuels, including hydrogen and diesel.

This will allow customers and manufacturers to purchase their proprietary technology — due to be patented in August 2022 — that operates off current fuels and a carbon-free alternative when the infrastructure is in place.

Once they have a proof of concept in Q3 2023, the company will seek to commercialise their product via a planned public listing in February 2024.

Their number one goal is to ensure the solution being developed has an equivalent operational range, requires less maintenance and is cheaper to run.

The IP registered technology will be used to form licensing agreements with large manufacturers and industrial/public contracts with defence forces, ferry operators, police bodies and other major maritime sectors around the world.

Directors are already speaking with major boat manufacturers to form offtake agreements.

As they are building an industry-first technology, the intent is for the solution to be adopted as the global standard for hydrogen boating, which will open them up to substantial royalty opportunities.



Investment Highlights



Deals underway

Company directors are speaking with major boat manufacturers to form offtake agreements and licencing deals so they can hit the ground running once the product is ready for market.



Versatile technology

The technology being developed will allow for the use of multiple fuels including hydrogen & diesel as the energy source that suits the drivetrain for propulsion. This will accelerate growth as customers can refuel their boat with current and future infrastructure.



Experience

Agreement with 'Dynamic Efficiency', whose engineering team has extensive experience and a global network of relationships, which they will leverage to form offtake agreements and large industrial/public contracts.



Quick Uptake

The solution future proofs the boat's current & future value irrespective of future fuel infrastructure implementation timelines. Consequently this makes the adoption of this technology attractive to current ship builders



Planned IPO In 18 Months

With a boat expected to be in the water by Q3 2023, the company plans to list on a major exchange in February 2024.

Clear Roadmap To An IPO

Stage 1: Engineering Proof of Concept (Complete Q3 2022)

- Technical feasibility study to determine compliance to current marine standards while integrating hydrogen as the fuel source.
- Registration of IP and validation for insurance industry compliance.
- Begin speaking with large boat manufacturers to form offtake agreements.

Stage 2: Engineering Design (Complete Jan 2023)

- Detailed engineering & design for the complete marine vessel.
- Begin taking pre-orders for boats by Q3 2022.
- Large offtake agreement secured by Q3 2022.

Stage 3: Building the boat (Complete Aug 2023)

- Procure parts & manufacture components.
 - Assemble marine vessel.
 - Testing & validation.
- Secure large public contracts with the ADF, policing bodies or ferry operators.
- The proof of concept will be showcased to potential customers and manufacturers interested in licensing agreements.

Stage 4: Built & Commissioned (Complete Sep 2023)

- Sea trialling begins.
 - Take orders for manufacturing vessels.
- Licence the IP to existing OEM vessel manufacturers.

Stage 5: Seek a listing on a major exchange (Complete Feb 2024)

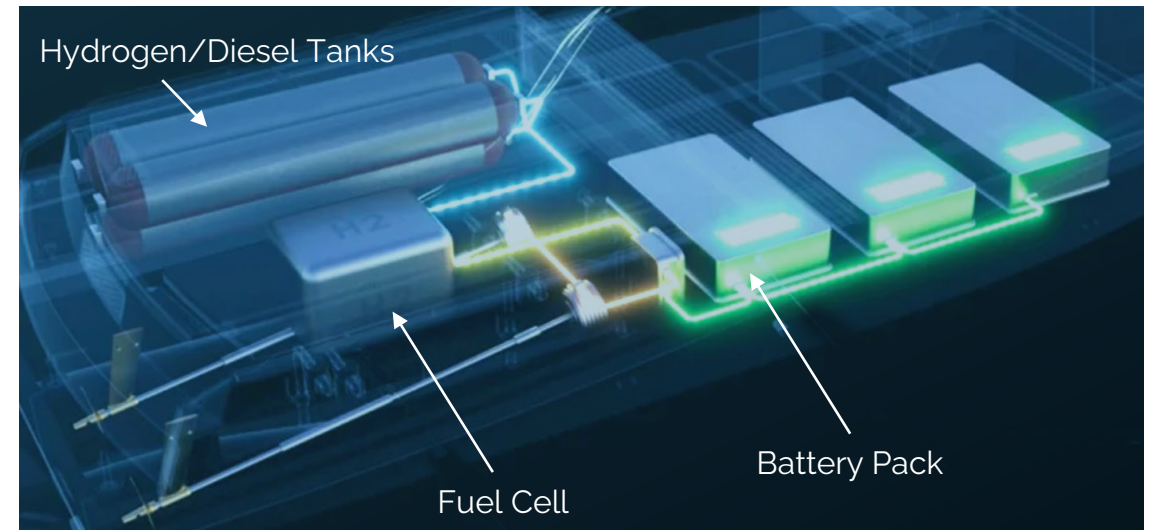
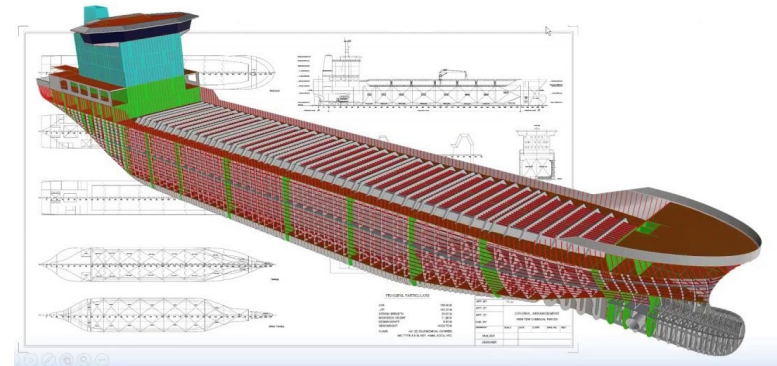
- Planned listing on a major exchange to fund the commercialisation of the technology.

Transitional Technology Strategy

The engineering team will be following a rigorous 10-month research and development process, then commence building the most commercially viable option, which they expect to have in the water by Q3 2023.

Highlights:

- Versatile technology that can operate using multiple fuels, including hydrogen and diesel.
- The team intend to utilise existing technologies as much as possible, which is why they are looking to use an existing hull design with a unique upper deck and internal layout.
- Overall, one of the design goals will be to create a model that allows for a new top to be seamlessly installed onto a existing hull.
- Once the feasibility study is complete in August 2022, they will patent their designs for the engine and hull.



Note: A generic representation of technologies the company is currently developing. Due to IP constraints, design details cannot be shown.

The Revenue Models

The company is developing a patented technology that will allow boats to operate off multiple fuels, including hydrogen and diesel. This will accelerate the growth of the business as potential customers will be able to refuel with current and future infrastructure.

1

Licencing Agreements & Public Contracts

License their technology to boat manufacturers so they can build hydrogen-powered vessels.

Seek large public contracts, with defence forces, policing bodies, ferry operators and other major sectors around the world.

2

Royalty Opportunities

With the intention of the global standards being written around Poseidon Marine H2's IP, this success will open a range of lucrative royalty opportunities.

3

Building Custom Fit Boats

The company's team of engineers have the capabilities to build custom vessels for customers wanting to future-proof their investment by purchasing a boat that will run off current and future fuels.



Target Market: New Motor Yachts & Public Contracts

Overall Market

2026 projected market size for new motor yachts:

- Worldwide - US\$11.05b
- Europe - US\$3.87b (35% of world market)

Substantial Opportunity in Europe:

- No new diesel powered vessels will be built in Europe from 2030 onwards, which has the largest market share.
- By 2030, the new motor yacht industry in Europe will be worth US\$5b, meaning there will be a large technology vacuum across the entire sector.
- **Poseidon Marine H2 plans to provide the European market with the technology needed to ensure their 2030 transition is successful and can be sustained.**
- **Poseidon Marine H2 plans to achieve this by being first to market with a solution that could benchmark the standards for hydrogen boating globally.**
- **Establish a network of relationships with large boat manufacturers.**

Case Study: Australian Manufacturer – potential customer

Production capabilities:

- 5600 boats built between 1980-2020
- Average 140 per year
- Average of AU\$3m per unit
- AU\$450m in new sales per year

The opportunity:

- Leverage the directors' existing relationship with the Australian manufacturer to form a licensing agreement to help them offer hydrogen-powered boats.
- Offer the licensing rights to established major global boat manufacturers.
- Seek large public contracts, with the ADF, policing bodies and ferry operators.

Engineering Partnership



Poseidon Marine H2 has appointed Dynamic Efficiency as their lead engineering partner.

- Principal engineers — Peter Mastalir and Kevin Morgan — bring extensive experience working successfully on some of Australia's most innovative & challenging large-scale mechanical & electrical based projects.
- The partnership with Dynamic Efficiency gives Poseidon Marine H2 access to a team of world-class engineers & academics who have extensive experience and a global network of relationships, which they will leverage to form licencing agreements with boat manufacturers.
- Dynamic Efficiency also has direct connections with a marine engineering company in the Gold Coast, along with links to major industry players & universities, which will prove critical to executing the project.



Hydrogen Demand Set To Increase 10X By 2050

Hydrogen production is currently experiencing widespread political momentum. Global demand is forecasted to increase to 100 million tonnes by 2030 and exceed 500 million tonnes by 2050.

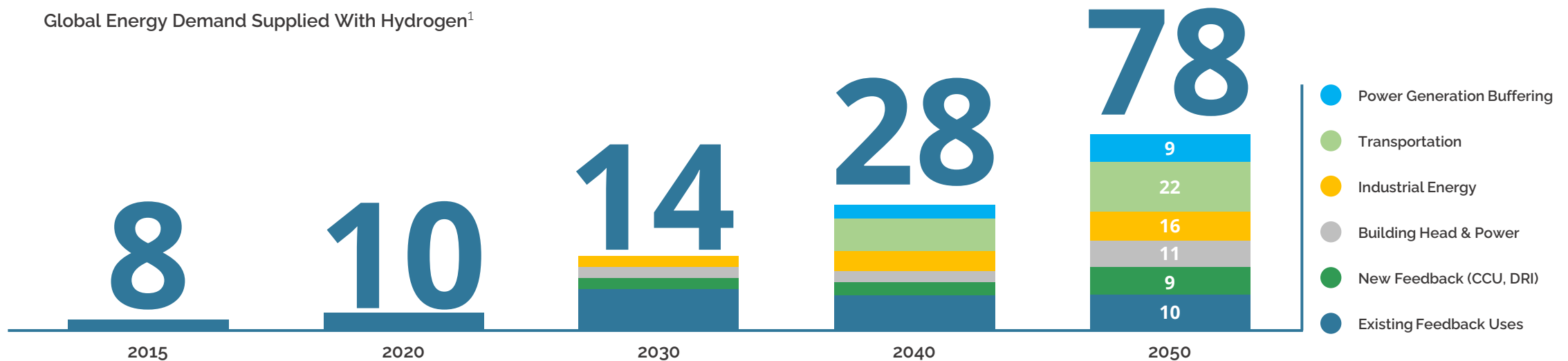
Transportation is one of the largest sources of greenhouse gas emissions globally and has been identified as one of the primary early-adopters of hydrogen energy.

In 2020, the hydrogen market was valued at US\$130b, but by 2025, it will have grown to US\$201b — an increase of US\$71b. In Australia the resource could contribute A\$11b a year to GDP by 2050.

Hydrogen consumption is on the rise with Asia-Pacific expected to witness the fastest growth moving forward as the largest hydrogen market.

This places Australia in a unique position to be a global leader in the space, which is why the government is investing billions of dollars to support the development of a world-class hydrogen industry.

Global Energy Demand Supplied With Hydrogen¹



[1] Measurement unit: exajoules

Government & Corporate Commitment

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 Companies Energy

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Peter Coleman calls time on big new LNG projects

The days of big new greenfield LNG projects are now over in Australia and the future is green hydrogen, says the former Woodside Petroleum chief.

Jennifer Hewett

Apr 23, 2021 – 12.00am

Investor concerns about climate change and the risk of stranded assets mean the era of massive new LNG projects is over for Australia, according to Peter Coleman, former head of the country's biggest oil and gas producer, Woodside Petroleum.

"It's difficult for me to see a Gorgon happening again," the industry veteran says, referring to the massive Chevron project off north Western Australia. "Huge greenfields projects that cost \$US50 billion are not where investors want to be today."



Australian Government announces \$500m hydrogen hub and carbon capture package to support greenhouse targets

By Imelda Cotton - April 23, 2021

Peter Coleman, ex CEO of Woodside Petroleum stated "The real future growth option for Australia is **hydrogen** – mainly green hydrogen powered by renewable energy – as the world increasingly turns against the use of fossil fuels."

yahoo!finance

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\$16 trillion by 2050: The investment replacing fossil fuels

Eliza Bavin
 8 October 2021 · 5-min read



The hydrogen industry is staging a comeback. Here is how to invest (Source: Getty)

Hydrogen is fast becoming a sought-after investment as the world moves away from fossil fuels, something Australia's economy is still heavily dependent on.



Clean Energy News and Analysis

NSW unveils \$80 billion green hydrogen strategy, with incentives to plug into grid

Giles Parkinson 13 October 2021 40

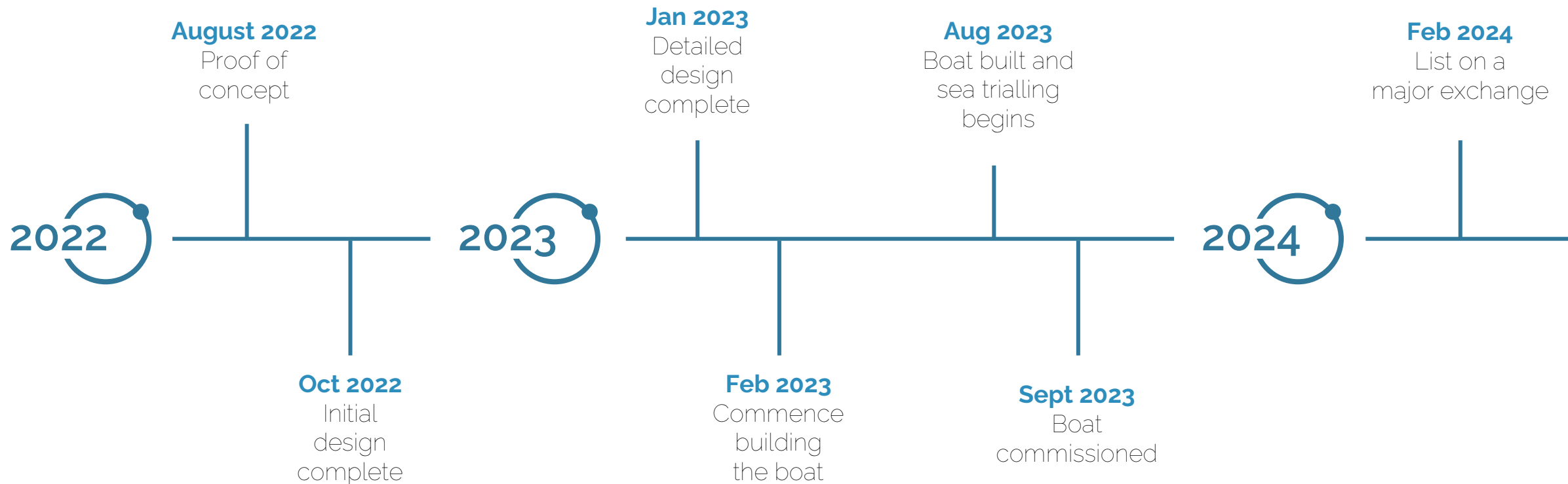
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Source: NSW Government's hydrogen plan.

The NSW state Liberal government has unveiled a green hydrogen strategy that will offer \$3 billion in incentives and will seek to attract between \$80 and \$50 billion in new hydrogen infrastructure as it accelerates its shift to zero emissions.

Timeline & Key Milestones



Board of Directors



PETER MASTALIR - Director

Globally recognised, multi-award winning Principal Engineer

- 43 years' experience in heavy industry, mining, manufacturing & marine sectors with the first principle integrated machine & automation design expertise incorporating extensive R & D work resulting in world standard end-user products.
- For 11 years, Managing Director & principal designer for the world's benchmark specialised underground mining equipment that was designed, manufactured & exported worldwide. This equipment is required to operate safely in explosive environments.
- As Managing Director & principal designer of underground mining equipment, Peter has won 18 regional & state business awards in manufacturing, innovation & exporting as well several provisional patents to his name.
- Currently the owner of a marine servicing/repair drivetrain business & CEO of Dynamic Efficiency.



KEVIN MORGAN - Director

Experienced CTO, Director & Principal Engineer

- Kevin is a Senior Electrical Engineer with 30 years' experience in business and project management, working in coal mining, manufacturing, industrial, commercial, infrastructure sectors around Australia.
- Kevin has delivered engineering projects and managed assets involving power distribution; automation, instrumentation, and security/fire systems, that meet engineering standards for operational reliability and compliance.
- As a Director and CTO, he has delivered many successful projects in the coal mining, industrial, commercial and critical infrastructure sectors.
- Kevin is a highly experienced leader who has a proven record of working constructively with clients, contractors, and employees to deliver a successful project and operational outcomes safely. He has a strong belief in safety, risk management and a deep understanding of business needs.



IAN ABOULOUKME - Director

Experienced CSO and executive director

- Over the past two decades, Ian's proven success record has seen him be engaged by members of royal families, Hollywood stars, musicians, athletes, governments and international organisations/bodies to provide strategic solutions for highly complicated challenges.
- Lead complex and sensitive negotiations, partnering with stakeholders to find successful win/win outcomes in most sectors.
- Ian is an expert in strategically overcoming any cross border and multi-stakeholder challenge, whilst simultaneously building strong sustainable relationships.
- Ian has over 20 years of experience operating as an executive director in a variety of industries including technology, CSG, fuel additives & lubricants, music & entertainment, philanthropy and marine.



YIANNI CHAPLEY - Director

*B.Law & B.Bus
Senior Project Manager*

- Senior project manager at Liberty Energy Capital. Yianni has worked on various ASX, LSE & NASDAQ listings in the renewables sector.
- Experienced in capital markets, capital raisings and a proven track record in scaling-up businesses to commercialise technology.
- Is admitted to practise as a Barrister and Solicitor of the Supreme Court of South Australia. Yianni has a background in commercial property and investment/project management. Currently sitting on boards of various public companies as executive and non-executive director.

Capital Raise & Use of Funds



Use of Funds

To fast-track development of hydrogen-powered boat.

Operational costs of engineering design house

General working capital requirements and costs associated with engineering process

Capital Structure

Pre-money
Valuation¹
\$4.1m

Number of
Shares
100m

Pre IPO
Capital-Raise
\$410k

Listing
Planned
Feb 2024

^[1] 100,000,000 Founders Shares issued at \$0.00001

Capital Structure

Pre – IPO Capital Structure	
Capital Structure	Pre – IPO
Founders Shares ¹	100,000,000
Pre-IPO Shares Issued (\$0.041)	10,000,000
Total Shares on Issue	110,000,000
Market Cap at Issue Price	\$4,510,000
Founders Options ²	20,000,000
Performance Shares ³	20,000,000

[1] 100,000,000 Founders Shares issued at \$0.00001

[2] Founders Options Strike Price: \$0.10, Maturity: Dec 2028.

[3] The Performance Hurdles for the 20,000,000 Performance Shares will be satisfied and distributed once the Company accepts the Business Plan in the second half of 2022.

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POSEIDON MARINE H₂

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