



**BLUE GREEN ENERGY**

**FUELING THE FUTURE**

Blue Green Energy, Inc.

Executive Summary

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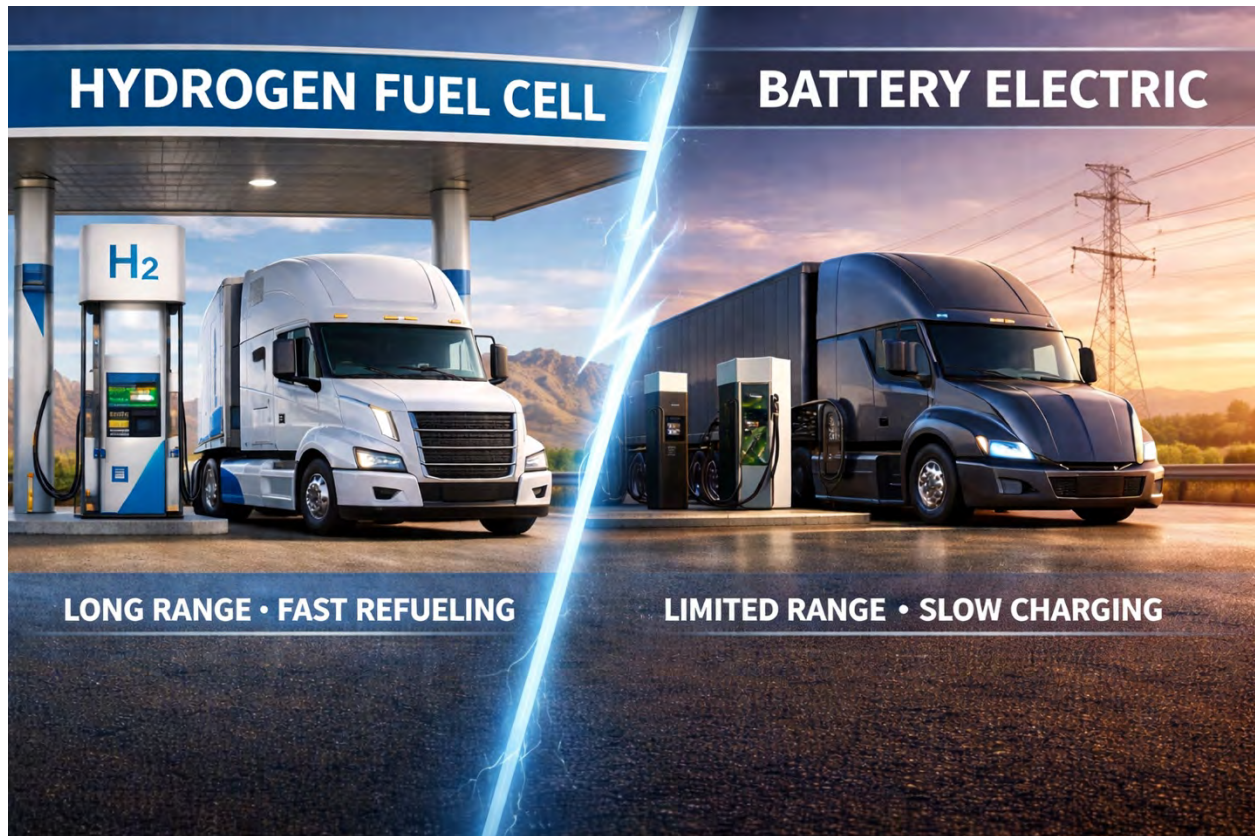
### Hydrogen infrastructure is the next energy frontier.

Blue Green Energy is developing vertically integrated, 100% green hydrogen production and fueling centers designed for Class 8 trucking—plus fast charging and travel-center amenities—starting with a flagship corridor between Los Angeles and Las Vegas.

The United States is rapidly accelerating toward alternative fuels as part of the global transition to Net Zero. Hydrogen—already adopted by major automakers and national energy programs—is emerging as the only scalable solution capable of supporting heavy-duty transport, long-haul trucking, and high-demand commercial operations. As the world pivots away from fossil fuels, the opportunity to build the foundational hydrogen infrastructure is immediate and unprecedented.

Blue Green Energy, Inc. is strategically positioned as an early leader in this transition. Automakers including Toyota, Hyundai, Honda, BMW, Mercedes-Benz, General Motors, Cummins, and Daimler are producing hydrogen fuel-cell vehicles and trucks today. Internationally, nations are investing heavily in hydrogen production—Saudi Arabia alone is developing 22 major hydrogen plants and has secured agreements to supply entire countries. The momentum is undeniable: the hydrogen economy is expanding, and the United States must build the infrastructure required to support it.

## Hydrogen vs. Battery Electric for Heavy Transport



While battery-electric vehicles have succeeded in the passenger market, they are not a viable long-term solution for heavy transport. Battery weight reduces cargo capacity, charging takes hours, and the U.S. electric grid is already strained. For Class 8 trucking, hydrogen fuel-cell systems offer superior range, rapid refueling, lighter weight, and uninterrupted uptime—key requirements for logistics operators. However, large-scale adoption is bottlenecked by a lack of hydrogen fueling stations.

## Flagship Hydrogen Production & Fueling Facility



Blue Green Energy is solving this problem by building the nation's first vertically integrated, 100% green hydrogen refinery and fueling station between Los Angeles and



Las Vegas. This flagship facility will be the first in the U.S. to manufacture fully green hydrogen using renewable energy. It includes a 30-megawatt solar array on 200 acres—over 100,000 panels—powering a high-capacity electrolyzer capable of producing 8,000 kilograms of hydrogen per day. At average retail pricing, this represents approximately \$46 million in annual hydrogen revenue. Unlike 95% of hydrogen produced in the U.S., which comes from natural gas, our facility will operate with zero emissions.

Blue Green Energy has identified multiple suitable locations between Los Angeles and Las Vegas for this project. The facility will also incorporate convenience services and amenities designed to accommodate both hydrogen vehicles and battery-electric vehicles through on-site rapid DC charging powered by hydrogen fuel cells. This approach avoids reliance on the public grid and provides a self-sustaining clean-energy charging alternative.

## Capital Raise & Offering Structure



To execute this vision, Blue Green Energy is offering up to 3,000,000 shares of Series A Common Stock at \$2.50 per share, with a minimum investment of \$50,000. The offering is made under Rule 506(c) of Regulation D and is open exclusively to accredited investors. This raise coincides with a \$5,000,000 crowdfunding round at the same share price, for a combined \$7,500,000 dedicated to property acquisition and permitting. Two subsequent financing rounds at \$5.00 to \$7.50 per share are expected, bringing total anticipated capital raised across all phases to approximately \$113.5 million and resulting in 27,250,000 shares outstanding.

Blue Green Energy intends to capitalize on what Goldman Sachs has identified as the world's next trillion-dollar industry. Through the production, distribution, and retail sale of green hydrogen—supported by a scalable business model and targeted expansion

along major U.S. freight routes—Blue Green Energy is poised to become a leading national provider of hydrogen fueling infrastructure.

## Mission



Blue Green Energy’s mission is to accelerate America’s transition to a zero-emission transportation economy by building a national network of green hydrogen fueling infrastructure. We are committed to producing 100% green hydrogen through electrolysis powered by renewable energy, eliminating CO<sub>2</sub> emissions and reducing reliance on fossil fuels. Our goal is to deploy Blue Green fueling centers across the country, delivering strong returns for our investors while playing a transformative role in improving air quality, supporting clean transportation, and enabling the world’s shift toward Net Zero.

### **100% Green Hydrogen**

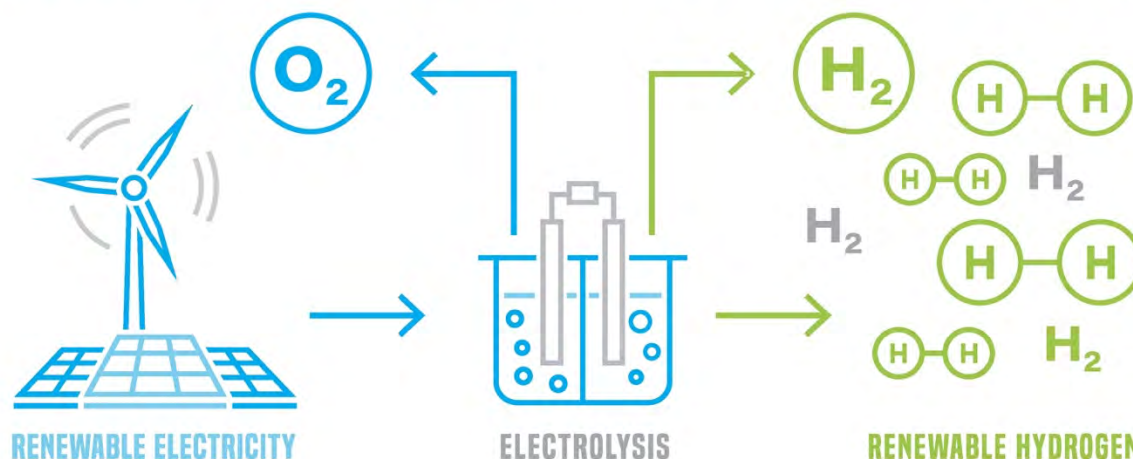
Electrolysis powered by renewable energy—built for scale and reliability.

### **National Network**

Fueling centers spaced to support long-haul trucking and corridor continuity.

## Business Overview

### PRODUCING GREEN HYDROGEN – 100% RENEWABLE ENERGY



The global transportation and energy landscape is undergoing a fundamental shift away from fossil fuels. Automakers worldwide are accelerating hydrogen-powered vehicle programs, with Honda, Hyundai, Toyota, BMW, Mercedes-Benz, General Motors, Cummins, Hyzon, Nikola, and Daimler all producing or preparing to release hydrogen fuel-cell or hydrogen internal combustion vehicles.

These vehicles offer substantial advantages over battery electrics: they avoid the need for lithium or cobalt mining, do not depend on an overburdened electrical grid, and deliver the range, payload capacity, and uptime required for commercial fleets.

Despite this momentum, hydrogen adoption faces one critical barrier — a lack of fueling infrastructure. Today, hydrogen stations exist primarily in California and Hawaii, leaving vast regions of the United States unable to support fuel-cell vehicles. State and federal agencies recognize this gap and are offering incentives to accelerate infrastructure development. The reality is clear: hydrogen is essential for reaching Net Zero, but hydrogen is only viable with large-scale infrastructure investment.

Blue Green Energy is solving this problem by acquiring land, building hydrogen production facilities, and constructing integrated fueling and travel centers along major logistics corridors. Our strategy begins with servicing the five primary freight routes leaving the Port of Long Beach — the country's busiest import hub, responsible for 40% of all U.S. inbound goods. California's regulatory landscape already favors hydrogen adoption, including proposed bans on diesel truck sales by 2036. Manufacturers are aligning with these targets, and fleet operators are rapidly adopting hydrogen trucks, often forced to build their own onsite fueling systems due to the lack of public infrastructure.

Our facilities are engineered for heavy-duty use. A Class 8 truck uses approximately 80 kilograms of hydrogen per fill-up — more than 14 times the capacity of a passenger vehicle. Even at a production rate of 8,000 kilograms per day, a station can only support roughly 200 trucks at half a tank each, highlighting the enormous demand for hydrogen infrastructure along America's primary freight routes.

Blue Green Energy's fueling centers will also include hydrogen-powered rapid DC charging for battery-electric vehicles, eliminating dependence on the strained public grid. By offering both hydrogen fueling and green-powered fast charging, our sites serve the full spectrum of clean transportation needs.

Our long-term vision is a national network of fueling centers spaced every 250–300 miles along major shipping routes. We will expand westward from California into Oregon, Washington, Nevada, Utah, New Mexico, and Colorado — all of which have announced plans to phase out gasoline vehicles. Beyond corporate-owned facilities, BGE will partner with existing fueling operators, supplying hydrogen equipment, hydrogen fuel, and revenue-sharing opportunities. This lowers the financial barrier for station owners and accelerates nationwide deployment. Over time, we intend to build a recognized national chain operating hundreds of fueling centers and thousands of hydrogen pumps, emerging as the hydrogen equivalent of today's major oil brands.

#### **Engineered for Class 8 Demand**

~80 kg per fill-up; 8,000 kg/day supports

~200 trucks/day at half-tank.

#### **National Network**

Fueling centers spaced to support long-haul trucking and corridor continuity.

## **Expansion Strategy: Southwest Hydrogen Corridor**

Blue Green Energy is executing a phased expansion strategy to deploy a comprehensive hydrogen fueling network across the Southwestern United States. Our objective is to establish reliable, high-capacity hydrogen availability along the region's most critical interstate freight corridors, enabling seamless zero-emission trucking from Southern California outward to major metropolitan and logistics hubs.

## **Building Hydrogen Truck Stops Every 250–300 Miles**

Heavy-duty hydrogen trucks require consistent fueling access spaced at predictable intervals. To support long-haul freight, BGE will develop hydrogen travel centers approximately every 250 to 300 miles along major interstates—mirroring the spacing of today's diesel truck stops. These locations will combine high-throughput hydrogen fueling lanes, EV fast charging powered by onsite hydrogen fuel cells, convenience



amenities, and food service options designed for truck drivers and highway travelers.

## Southwest Network Connectivity

The company's planned expansion will begin with Southern California—the nation's largest freight gateway—and extend along the primary interstate corridors to key destinations including:

- Las Vegas, Nevada
- Phoenix, Arizona
- Salt Lake City, Utah
- Denver, Colorado
- Dallas, Texas
- Houston, Texas

These cities represent some of the busiest freight markets in America, supporting regional distribution centers, cross-country logistics, and port-related cargo flows. Connecting these markets with a unified hydrogen fueling network lays the foundation for the first true zero-emission trucking corridor in the United States.

## Partnering with Existing Gas & Travel Centers

To accelerate deployment, Blue Green Energy will partner with existing gas station and travel center operators throughout the Southwest. Many fueling operators have the land, customer access, and highway visibility needed for hydrogen but lack the capital, technical expertise, or access to hydrogen supply. BGE will provide hydrogen production or delivery, install fueling equipment, and offer revenue-sharing models that allow station owners to participate in the hydrogen transition with minimal upfront investment. This partnership model dramatically speeds up infrastructure rollout and reduces the need for BGE to acquire or develop every site from scratch.

## Franchised Hydrogen Travel Centers

As demand expands, BGE will introduce a franchise program enabling qualified operators to license the Blue Green Energy brand, hydrogen equipment package, and operating system. This model replicates the scale and success of traditional fuel retail brands while ensuring product consistency, nationwide reliability, and strong consumer recognition. Over time, BGE aims to become the hydrogen equivalent of leading gasoline and diesel brands, with hundreds of branded locations across the United States.



## A National Blueprint Originating in the Southwest

By combining corporate-owned sites, franchised locations, and partnered conversions of existing fueling stations, Blue Green Energy can rapidly build a connected hydrogen ecosystem supporting thousands of Class 8 trucks per day. The Southwest serves as the launchpad for this national strategy due to its supportive policies, major freight volumes, aggressive clean transportation mandates, and proximity to the Port of Long Beach—America’s largest import gateway.

This expansion model positions Blue Green Energy to emerge as a leading provider of hydrogen fueling infrastructure, enabling the country’s shift toward zero-emission logistics and connecting some of the biggest freight markets in the Western and Central United States.

## Why Hydrogen

Heavy-duty trucking represents one of the most difficult segments to decarbonize. Class 8 trucks operate under demanding duty cycles—traveling hundreds of miles per day, carrying heavy payloads, and requiring rapid turnaround times. Hydrogen fuel-cell technology is the only zero-emission solution capable of meeting the operational and economic requirements of long-haul freight.

## Superior Range and Payload Capacity

Battery-electric Class 8 trucks require extremely large and heavy battery packs to achieve long-distance range. These packs can weigh several tons, significantly reducing a truck’s payload and limiting the revenue a carrier can generate per trip. Hydrogen storage systems, by contrast, are far lighter and more energy-dense, enabling long-range operation without compromising cargo capacity.

## Rapid Refueling and Maximum Uptime

Commercial trucking is driven by asset utilization. Every minute a truck spends charging represents lost revenue. Hydrogen fuel-cell trucks can refuel in approximately ten minutes—comparable to diesel—making them viable for long-haul routes, high-frequency delivery cycles, and time-sensitive logistics. Battery-electric trucks, even with emerging megawatt charging systems, cannot match hydrogen’s refueling speed.

## Independence from Grid Constraints

The national electric grid is already strained and lacks the capacity to support widespread megawatt-level fast charging for heavy trucks. Building this infrastructure at scale would require massive investment and decades of development. Hydrogen avoids these limitations entirely. Production can be colocated with renewable energy, and fueling stations can operate independently of the grid, enabling rapid deployment across the country.

## Performance in Real-World Duty Cycles

Class 8 trucking frequently involves extreme temperatures, steep terrain, and high loads—all conditions that degrade battery performance and shorten range. Hydrogen fuel-cell systems provide consistent output in all operating environments and are better suited to continuous, high-demand applications such as port drayage, regional haul, and long-distance freight.

## Total Cost of Operation Advantage at Scale

While battery-electric solutions may be attractive for light-duty applications, the economics shift dramatically in heavy trucking. Hydrogen enables fleets to maximize uptime, maintain payload, and operate over long distances without extended charging downtime. Fleet operators, manufacturers, and regulators increasingly recognize hydrogen as the most practical and scalable pathway to zero-emission freight. As a result, virtually every major commercial vehicle manufacturer—including Toyota, Hyundai, Daimler, Cummins, Nikola, Volvo, and BMW—is advancing hydrogen-powered Class 8 platforms. The consensus is clear: hydrogen is essential for long-haul trucking, and the primary barrier is not vehicle technology—it is the lack of fueling infrastructure. This infrastructure gap represents one of the largest emerging opportunities in the global energy transition—and it is the exact challenge Blue Green Energy is built to solve.

## Investment Opportunity



Blue Green Energy is offering accredited investors an opportunity to participate at an early stage in what is projected to become one of the most important infrastructure rollouts of the next several decades. The Company is currently raising capital at \$2.50 per share, with a future IPO price target of \$25.00 per share, reflecting the long-term earning potential of BGE's hydrogen production and fueling network.

At full operational scale, each Blue Green Energy facility is engineered to generate approximately \$190 million in annual revenue. This revenue profile is driven by high-volume hydrogen production, retail fueling activity, electric vehicle fast charging, and travel-center amenities. Even in its first full year of operation, a single BGE hydrogen production and fueling center is projected to generate \$76 million in revenue, broken down as follows:

- \$46 million in hydrogen sales from the production of 8,000 kilograms per day
- \$12.5 million in non-hydrogen revenue, including:
  - Electric vehicle fast charging
  - Overnight truck parking
  - Restaurant and coffee shop operations
  - Convenience store and retail sales

In addition to commercial revenue, the Inflation Reduction Act provides powerful federal incentives for clean hydrogen production. Under Section 45V, producers of zero-emission hydrogen receive a \$3.00 per kilogram Production Tax Credit, resulting in \$8.76 million in tax credit value in the facility's first year of operation. The remaining projected revenue is supplemented by an Investment Tax Credit (ITC), significantly enhancing facility-level profitability and accelerating capital recovery.

These combined revenue streams—commercial sales, retail amenities, EV charging, and federal tax incentives—create a highly attractive financial model with substantial

upside as additional facilities come online and demand for hydrogen grows across freight, logistics, and industrial sectors.

- **Current Raise**  
\$2.50/share (Reg D 506(c) + crowdfunding). Funds dedicated to property acquisition and permitting.
- **Facility Economics**  
Designed for high throughput hydrogen sales + travel-center revenues + federal incentives.

## Final Summary

The hydrogen transition is already underway, and the infrastructure necessary to fuel America's freight network has yet to be built. Blue Green Energy is positioned at the forefront of this shift, delivering the production capacity, fueling reliability, and strategic corridor placement required for nationwide hydrogen adoption. With shares offered at \$2.50 and a forecasted \$25.00 IPO, early investors have a rare opportunity to participate in a sector poised for exponential growth. Now is the time to secure an equity position in Blue Green Energy and take part in building the hydrogen backbone of America's zero-emission future.

- **Infrastructure First**  
The biggest bottleneck is fueling availability—BGE is built to solve it.
- **Act Early**  
Early participation targets the foundational stage of network buildout.

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