

BLUE GREEN ENERGY, INC.

INVESTMENT OVERVIEW

Building the Infrastructure for America's Hydrogen Transportation Network

October 2026



1. Executive Summary

The global energy industry is undergoing one of the largest transformations in its history.

Governments, manufacturers, transportation companies, and major corporations are investing in technologies and infrastructure designed to reduce dependence on fossil fuels and transition toward lower-emission energy sources.

Today, approximately 139 countries have established net-zero emissions targets. Major corporations have made similar commitments, and governments around the world are implementing policies designed to accelerate the transition toward cleaner energy. According to, approximately 63% of the world's 2,000 largest publicly traded companies have established net-zero targets. (Source: Net Zero Tracker.)

Transportation represents one of the largest challenges in this transition.

While battery-electric technology has made substantial progress in passenger vehicles and certain commercial applications, heavy-duty transportation presents a different set of operating requirements.

Long-haul trucks routinely travel hundreds of miles per day, transport substantial payloads, and operate on schedules where vehicle downtime directly affects profitability.

Hydrogen fuel-cell technology offers an alternative capable of addressing many of these requirements, including rapid refueling, extended driving range, and reduced dependence on large onboard battery systems.

Manufacturers are already developing and commercializing hydrogen-powered trucks, buses, and passenger vehicles.

The challenge is no longer simply developing hydrogen-powered vehicles. It is developing the infrastructure necessary to fuel them.

That is the opportunity Blue Green Energy was created to address.

Blue Green Energy, Inc. (BGE) is developing a vertically integrated hydrogen production, distribution, and fueling network designed to supply the transportation industry's existing and growing demand for alternative fuels.

The company's initial strategy is to develop five large-scale hydrogen production and fueling facilities along major interstate freight corridors, beginning with a flagship facility in California's Mojave region between Southern California and Las Vegas.

These initial facilities are intended to establish the production capacity and operating infrastructure necessary to support a much larger hydrogen distribution network.

Over time, BGE intends to expand beyond its initial facilities through company-owned fueling stations, franchised locations, partnerships with existing gas stations and truck stops, and commercial hydrogen supply agreements.

BGE's long-term objective is to become a major producer, distributor, and supplier of hydrogen as hydrogen fueling becomes an increasingly common offering throughout the transportation industry.

Table of Contents

1. Executive Summary	2
2. The Global Transition to Alternative Energy	4
3. Why Hydrogen?.....	4
4. The Hydrogen Infrastructure Problem	5
5. The Blue Green Energy Solution	6
6. The BGE Network: How the Business Fits Together	8
7. Flagship Development: The Mojave Project	9
8. Initial Expansion: Five-Facility Network	10
9. Regional Expansion and National Growth.....	10
10. Revenue Model and Financial Opportunity	11
11. Capital Requirements and Development Strategy	13
12. Investment Opportunity	15
13. The Long-Term Opportunity.....	16

2. The Global Transition to Alternative Energy

Why the Transportation Industry Is Changing

The movement toward alternative energy is no longer limited to a handful of environmentally progressive states or countries.

It has become a global industrial transition involving governments, utilities, vehicle manufacturers, energy producers, and major transportation companies.

The United States is part of that transition, although the pace and regulatory requirements vary considerably by state and industry.

Renewable-energy development is expanding across the country, including states traditionally associated with oil and natural gas production.

At the same time, commercial transportation companies face increasing pressure to reduce emissions while maintaining the operating efficiency necessary to remain competitive.

For the trucking industry, this creates a fundamental challenge.

Diesel trucks have dominated long-haul transportation because they provide the range, power, refueling convenience, and operating flexibility required to move freight efficiently.

Any alternative must compete with those practical requirements.

Replacing diesel trucks with zero-emission vehicles is not simply a matter of manufacturing new trucks. It requires developing an entirely new fueling and energy-supply infrastructure capable of supporting commercial transportation at scale.

Battery-electric vehicles will serve important segments of the transportation market, particularly where vehicles operate predictable routes and can return to centralized charging locations.

Hydrogen fuel-cell vehicles offer a complementary solution for applications where range, refueling speed, payload capacity, and vehicle utilization are especially important.

BGE believes hydrogen will become an important component of the long-term transportation energy mix, particularly in heavy-duty commercial applications.

But vehicles cannot operate beyond the reach of their fueling infrastructure.

That infrastructure gap is the foundation of BGE's business opportunity.

3. Why Hydrogen?

The Commercial Transportation Advantage

Hydrogen fuel-cell vehicles are electric vehicles.

Rather than relying exclusively on electricity stored in a large battery, they generate electricity onboard through a fuel cell using hydrogen.

The vehicle operates with an electric drivetrain, and the fuel-cell process produces water as its principal point-of-use emission.

For heavy-duty transportation, hydrogen offers several potential operational advantages.



TWO PATHS TO ZERO EMISSIONS
DIFFERENT TECHNOLOGIES. DIFFERENT STRENGTHS. DIFFERENT APPLICATIONS.

HYDROGEN FUEL CELL TRUCK (FCEV) BUILT FOR LONG-HAUL, HIGH-UTILIZATION OPERATIONS		BATTERY ELECTRIC TRUCK (BEV) WELL SUITED FOR SHORTER ROUTES AND RETURN-TO-BASE OPERATIONS
		
~ 10–20 minutes Comparable to diesel refueling. Designed for minimal downtime.	 REFUELING / CHARGING TIME	~ 1–4+ hours Depends on charger power and battery size. Significantly longer than hydrogen refueling.
~ 500–750 miles Well suited to long-haul applications. Range not significantly affected by payload.	 RANGE	~ 150–300 miles Range affected by battery size, weight, terrain, temperature and duty cycle.
Higher payload capacity Smaller battery requirement helps preserve payload capacity.	 PAYLOAD	Lower payload capacity Large battery packs add substantial weight, reducing available payload.
High utilization Rapid refueling supports multiple daily routes and continuous operation.	 VEHICLE UTILIZATION	Lower utilization Longer charging periods can reduce daily utilization and route flexibility.
Hydrogen fueling infrastructure Requires hydrogen production, distribution and fueling stations.	 INFRASTRUCTURE REQUIREMENTS	High-power charging infrastructure Requires large electrical capacity, charging stations, and grid upgrades (especially for multiple trucks).
Long-haul / Regional Haul Ideal for high-mileage, time-sensitive freight, interstate routes and high-utilization fleets.	 BEST FIT APPLICATIONS	Shorter Routes / Return-to-Base Well suited for local, regional and predictable routes with access to charging at a central location.

4. The Hydrogen Infrastructure Problem

Hydrogen Is Already a Major Global Industry

Hydrogen is not a new fuel or an experimental industrial product.

It has been produced and consumed commercially for decades.

According to the International Energy Agency, global hydrogen demand exceeded 100 million metric tons in 2025.

However, nearly all existing hydrogen consumption remains concentrated in traditional industrial applications, including petroleum refining, ammonia production, fertilizers, and chemical manufacturing.

Transportation and other emerging applications still account for a very small percentage of the overall market.

This distinction is important.

The hydrogen industry was developed primarily to serve large industrial customers.

Those customers typically consume enormous quantities of hydrogen at centralized industrial facilities.

A hydrogen producer supplying a refinery or fertilizer manufacturer has historically had little economic incentive to build and operate a nationwide network of retail fueling stations.

Consequently, the infrastructure necessary to supply hydrogen-powered trucks and passenger vehicles remains limited.

Three Separate Infrastructure Challenges

Production

Hydrogen must be manufactured in sufficient quantities and at commercially viable costs.

Much of today's hydrogen is produced using fossil fuels. Producing hydrogen from renewable electricity requires additional investment in generation, electrolysis, and related infrastructure.

Distribution

Hydrogen must be transported from production facilities to the locations where it will be consumed.

Unlike gasoline and diesel, hydrogen does not currently benefit from an extensive nationwide transportation-fueling distribution network.

Retail

Even when hydrogen is available, commercial fleets and passenger vehicles need convenient, reliable fueling locations.

The limited number of stations restricts where hydrogen vehicles can operate and creates a significant obstacle to broader adoption.

These challenges are closely connected.

Vehicle manufacturers need adequate fueling infrastructure to expand their markets. Fueling operators need reliable hydrogen supply. Producers need sufficient customers and distribution capacity to justify investment.

BGE's business model is designed to address all three parts of this infrastructure problem.

5. The Blue Green Energy Solution

Production. Distribution. Retail.

Blue Green Energy is developing an integrated hydrogen infrastructure business that combines renewable hydrogen production with distribution and multiple retail and commercial sales channels.

Rather than approaching hydrogen production and fueling as separate businesses, BGE intends to establish the infrastructure necessary to move hydrogen from production to the transportation and commercial customers who need it.

The initial facilities will combine hydrogen production and retail fueling at strategically selected locations along established freight corridors.

This approach allows BGE to establish production and fueling capabilities where commercial transportation activity already exists.

As the network expands, however, production and retail will not need to be located together.

Large regional production facilities will be capable of supplying multiple fueling locations and commercial customers.

This creates a scalable business model with several distinct components.

BG Production

BGE's hydrogen production operations will manufacture hydrogen using electrolysis powered by renewable electricity.

The initial facilities will incorporate production capabilities directly into the development of large interstate travel centers.

As hydrogen consumption increases, BGE expects production to become increasingly centralized.

Future production campuses could occupy approximately 2,000–3,000 acres, combining large-scale solar and wind generation with expanded electrolysis capacity.

These facilities would be designed to supply hydrogen throughout entire regions rather than serving only one fueling location.

BG Travel

BG Travel is BGE's highway travel-center concept, designed to serve commercial trucking, passenger vehicles, and interstate travelers.

Facilities may include hydrogen fueling, DC fast charging, food and beverage operations, convenience retail, truck parking, and other travel-related services.

The initial BG Travel facilities will incorporate large-scale hydrogen production.

However, not every BG Travel location will require a production plant.

Future locations may occupy smaller parcels of approximately 5–10 acres and operate primarily as retail fueling and travel centers supplied by BGE's regional production network.

BG Go

BG Go is BGE's smaller urban hydrogen fueling concept.

These locations are intended primarily to serve passenger fuel-cell vehicles and provide convenient access to hydrogen within metropolitan markets.

Expanding passenger-vehicle fueling availability is an important part of the long-term strategy.

Automobile manufacturers have developed hydrogen fuel-cell vehicles, but limited fueling availability restricts the markets in which those vehicles can be sold and operated conveniently.

BG Go is designed to help address that infrastructure limitation as passenger hydrogen adoption increases.

Partner Locations

BGE intends to partner with existing gas stations, truck stops, and travel-center operators interested in adding hydrogen fueling capabilities.

Rather than requiring those operators to develop their own production infrastructure, BGE would seek to provide hydrogen supply and related fueling infrastructure through commercial partnership arrangements.

As hydrogen adoption increases, BGE expects more conventional fueling locations to incorporate hydrogen pumps alongside existing fuel offerings.

BGE intends to position itself as a long-term production and supply partner to those locations.

Franchise Locations

BGE also intends to explore franchised BG Travel and BG Go locations, allowing independent operators to participate in the network under BGE's operating and branding standards.

These locations could expand the company's geographic reach without requiring BGE to own and develop every retail property.

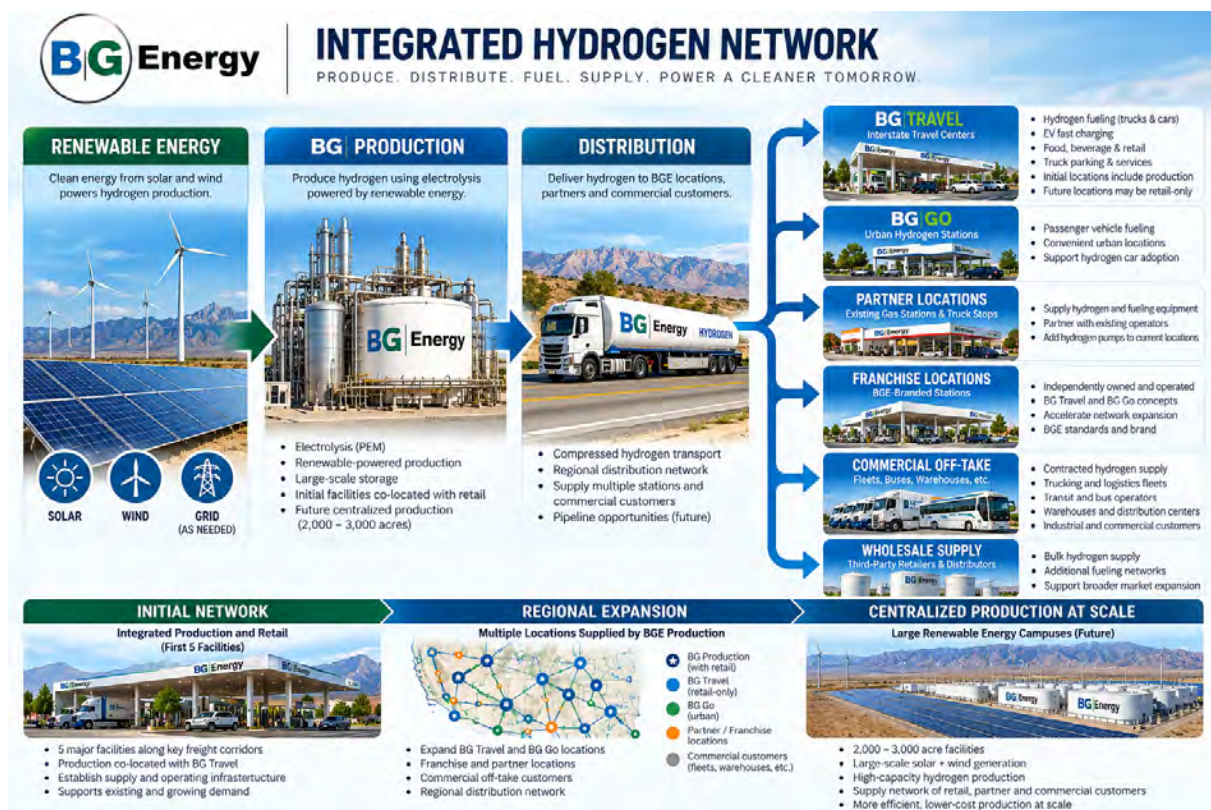
Commercial Off-Take

Beyond its retail network, BGE intends to supply hydrogen directly to commercial customers through negotiated off-take agreements.

Potential customers include trucking fleets, transit and bus operators, warehouses, distribution centers, and other high-volume hydrogen users.

Commercial off-take is particularly important because it can provide contracted demand that supports production planning and project financing.

6. The BGE Network: How the Business Fits Together



7. Flagship Development: The Mojave Project

Establishing the Initial Infrastructure

Blue Green Energy's first planned facility is planned along the Interstate 15 transportation corridor in California's Mojave region, between Southern California and Las Vegas.

This corridor connects major Southern California freight and distribution markets with Las Vegas and the broader interstate transportation network.

The project is intended to demonstrate BGE's integrated hydrogen production and retail operating model.

Planned Facility Components



At an initial production capacity of approximately 8,000 kilograms per day, the facility could theoretically support approximately 200 heavy-duty truck fueling events daily, assuming an average 40-kilogram fill.

At expanded production capacity of 16,000 kilograms per day, that equivalent increases to approximately 400 fueling events daily.

These figures illustrate production capacity rather than forecast daily customer traffic.

BGE intends to secure commercial off-take arrangements with fleets and other high-volume users to support hydrogen sales, with additional capacity available for retail fueling.

The project remains in the development stage. Property acquisition, environmental review, permitting, construction, and permanent financing remain subject to completion.

8. Initial Expansion: Five-Facility Network

Building the Production Backbone

The Mojave facility is intended to establish the development, financing, and operating model for an initial network of five major hydrogen production and fueling facilities.

These facilities will be positioned along strategically important western interstate freight corridors.

The initial network is intended to accomplish several objectives.

First, it establishes regional hydrogen production capacity.

Second, it provides fueling infrastructure along established commercial transportation routes.

Third, it creates a network through which BGE can pursue commercial off-take agreements with regional and national fleets.

Fourth, it establishes the supply infrastructure necessary to support future BG Travel, BG Go, franchise, and partner locations.

At expanded production capacity, the initial five facilities are designed to provide approximately 80,000 kilograms of combined daily hydrogen production capacity.

Importantly, BGE does not intend to limit hydrogen sales to vehicles physically visiting those five locations.

As production expands, hydrogen can be distributed to additional retail and commercial customers throughout the surrounding regions.

The first five facilities are the foundation of BGE's production and distribution network—not the limit of its retail expansion.

9. Regional Expansion and National Growth

From Integrated Facilities to Centralized Production

BGE's long-term expansion strategy anticipates that hydrogen infrastructure will evolve as vehicle adoption and fuel consumption increase.

During the initial stage of development, combining production and retail at major locations provides a practical approach to establishing infrastructure where the existing hydrogen distribution network is limited.

As production volumes and the number of fueling locations increase, BGE expects the economics of centralized production and regional distribution to become more attractive.

The company anticipates expanding into markets such as Las Vegas, Phoenix, Albuquerque, Salt Lake City, Denver, and other metropolitan areas connected by major freight corridors.

Expansion would include additional BG Travel locations, urban BG Go stations, partnerships with existing fueling operators, franchise opportunities, and commercial supply agreements.

Long-Term Production Strategy

As demand supports greater scale, BGE may develop large, centralized hydrogen production campuses encompassing approximately 2,000–3,000 acres.

These campuses could combine substantial solar and wind generation with large-scale hydrogen production, storage, and distribution infrastructure.

Centralized facilities would supply regional retail and commercial customers, reducing the need to construct individual production plants at every fueling location.

The business model would increasingly resemble the established energy industry:

Large-scale production, regional distribution, wholesale supply, and retail sales.

BGE believes this structure offers the potential to expand hydrogen availability substantially faster than a strategy requiring every new station to include its own production plant.

The long-term objective is to establish BGE as a major hydrogen infrastructure and supply company serving both company-owned locations and independent fueling operators.

10. Revenue Model and Financial Opportunity

Multiple Revenue Sources

BGE's business model is designed to generate revenue through hydrogen production and sales, supplemented by retail and commercial operations.

The initial BG Travel facilities are intended to generate revenue from hydrogen fueling, DC fast charging, food and beverage sales, convenience retail, truck parking, and related travel-center services.

As the network expands, BGE expects additional revenue opportunities through wholesale hydrogen supply, commercial off-take, partner locations, and franchising.

Initial Mojave Facility — Illustrative Operating Model

Revenue Category	Initial Production	Expanded Production
Hydrogen production	8,000 kg/day	16,000 kg/day
Annual hydrogen sales	\$46.72M	\$93.44M
Non-hydrogen revenue	\$12.50M	\$25.00M
Federal hydrogen incentives	\$8.76M	\$17.52M
California hydrogen incentives	\$7.30M	\$14.60M
Total modeled revenue and incentives	\$75.28M	\$150.56M

These figures are based on BGE's financial model and assume full annual production and sales at the indicated capacity.

They incorporate an illustrative hydrogen selling price of \$16 per kilogram and modeled federal and California incentives totaling \$5.50 per kilogram.

Actual results will depend on production performance, sales volumes, hydrogen pricing, operating costs, incentive eligibility, and other factors.

Five-Facility Operating Model

Modeling assumption: All five initial facilities are assumed to be located in California and eligible for the federal and California incentives shown. Actual eligibility and availability are not guaranteed.

At expanded production capacity, five facilities would provide approximately 80,000 kilograms of aggregate daily hydrogen production.

BGE's illustrative financial model projects approximately:

Metric	Five-Facility Model
Annual hydrogen sales	\$467.20M
Non-hydrogen revenue	\$125.00M
Modeled federal incentives	\$87.60M
Modeled California incentives	\$73.00M
Total annual revenue and incentives	\$752.80M
Illustrative EBITDA	\$480.28M
Illustrative net income	\$326.81M

These projections represent a modeled stabilized operating scenario, not current revenue, contracted sales, or guaranteed financial performance.

They are also limited to the initial five-facility model.

The longer-term opportunity associated with BG Go, additional BG Travel locations, partner stations, franchises, wholesale supply, and expanded centralized production is not included in these five-facility projections.

That distinction is important to understanding BGE's intended growth strategy.

11. Capital Requirements and Development Strategy

Financing the Initial Infrastructure

Hydrogen production and fueling infrastructure is capital-intensive.



BGE intends to develop its facilities through staged financing that aligns capital requirements with major development milestones.

The first Mojave facility has an estimated base capital requirement of approximately \$143 million, plus a contingency of approximately \$14.3 million.

Management intends to finance the project through a combination of corporate equity, project-level equity, project debt, equipment financing, and other available capital sources.

Rather than relying exclusively on repeated corporate stock offerings to fund each facility, BGE intends to utilize project-level financing structures where appropriate.

This approach is designed to support the development of capital-intensive infrastructure while providing flexibility in financing individual project components.

Current Development Stage

The company's immediate priority is to advance the Mojave Project through the early development process.

MOJAVE PROJECT DEVELOPMENT ROADMAP

From early development to commercial hydrogen production

PHASE I — CURRENT DEVELOPMENT

Current Raise

\$2.5 Million

Series A Common Stock · \$2.50 per share · Accredited investors

1 Site Control

Property purchase option

2 Environmental

CEQA and technical studies

3 Engineering

Site plans and architectural work

4 Entitlements

Zoning, permitting and agency coordination

Also funds corporate operations, professional expenses, working capital and contingency.



PHASE II — ADVANCED DEVELOPMENT

Additional development capital to advance engineering, environmental approvals, entitlements and construction readiness.



PROJECT FINANCING & CONSTRUCTION

Land acquisition, solar and interconnection, hydrogen production, fueling infrastructure and BG Travel development through project-level equity, debt and other financing.

Estimated Mojave project: \$143M base capital + \$14.3M contingency



COMMERCIAL OPERATIONS

Initial hydrogen production: 8,000 kg/day

Planned expansion: 16,000 kg/day

Illustrative development sequence. Activities and financing stages may overlap; milestones, approvals and financing are not guaranteed.

The current offering is intended to finance these development activities. It is not intended to fund construction of the entire Mojave facility.

Successful development will require substantial additional capital, and there is no assurance that the necessary financing will be obtained.

12. Investment Opportunity

Blue Green Energy, Inc. — Series A Common Stock

Blue Green Energy is currently offering shares of Series A Common Stock to accredited investors under Rule 506(c) of Regulation D.

The investment provides an opportunity to participate in the company's early development stage as it pursues its initial hydrogen infrastructure projects and longer-term production and distribution strategy.

Current Offering

Offering Detail	Terms
Company	Blue Green Energy, Inc.
Security	Series A Common Stock
Offering Amount	Up to \$2,500,000
Shares Offered	1,000,000
Share Price	\$2.50
Minimum Investment	\$50,000 / 20,000 shares
Investor Eligibility	Accredited investors only
Offering Exemption	Regulation D, Rule 506(c)
Investment Stage	Early-stage infrastructure development

The company may accept subscriptions below the stated minimum at its discretion.

Planned Use of Proceeds

Development Activity	Allocation
Corporate operations and overhead	\$600,000
Property option and site control	\$250,000
Environmental, CEQA, and technical studies	\$750,000
Engineering, site planning, and architectural work	\$400,000
Permitting, zoning, and entitlement	\$200,000
Working capital and contingency	\$300,000
Total	\$2,500,000

The current financing is designed to move the Mojave Project through important early development milestones and position it for subsequent financing.

Investment Considerations

BGE is a development-stage company pursuing a capital-intensive infrastructure strategy.

The investment involves substantial risks, including the possibility of losing the entire investment.

The company has not completed its planned facilities or commenced commercial hydrogen sales. Its development plans depend on securing property rights, regulatory approvals, financing, construction resources, and customers.

Financial projections are illustrative and depend on assumptions that may not be achieved.

There is no established public market for the company's shares, and investors should not assume that an IPO, acquisition, or other liquidity event will occur.

Prospective investors should review the Private Placement Memorandum and associated risk disclosures before making an investment decision.

13. The Long-Term Opportunity

Building the Infrastructure Behind a New Transportation Fuel Market

The transportation industry already moves enormous quantities of freight and passengers every day.

That activity requires a continuous, reliable supply of energy.

As hydrogen-powered vehicles become more widely adopted, the industry will require an expanding network of hydrogen production facilities, distribution infrastructure, and retail fueling locations.

BGE intends to participate in that transition by supplying the infrastructure necessary to deliver hydrogen to existing transportation and commercial markets.

The company's strategy begins with five integrated production and fueling facilities along established interstate corridors.

From that foundation, BGE intends to expand through company-owned BG Travel and BG Go locations, franchised stations, partnerships with existing fueling operators, and commercial hydrogen supply agreements.

As the market grows, larger centralized production facilities may supply entire regions through an expanding distribution network.

The ultimate opportunity is not limited to the number of stations BGE owns.

BGE's objective is to become a major producer and supplier of hydrogen to the broader transportation fueling industry—including the existing gas stations and truck stops that may eventually offer hydrogen alongside conventional fuels.

The company is seeking accredited investors who recognize the potential of this infrastructure opportunity and understand the capital requirements, development timeline, and risks associated with building an emerging energy network.

Next Steps

Qualified investors interested in learning more about Blue Green Energy and its current offering are invited to review the company's Private Placement Memorandum, financial information, and supporting development materials through BGE's secure investor data room.

Blue Green Energy, Inc.

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