

INVESTOR PRESENTATION | OCTOBER 2026

Blue Green Energy, Inc.

Interconnected hydrogen energy hubs along America's busiest freight corridors

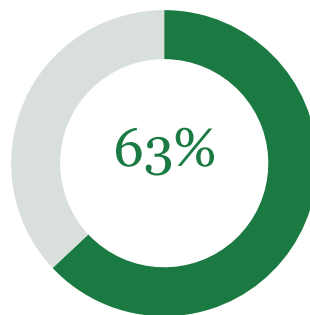
Series A Common Stock | Rule 506(c) | Accredited investors only



The energy transition now reaches transportation

139

countries have set net-zero emissions targets



of the 2,000 largest public companies have net-zero targets

100M+

tonnes of hydrogen demand in 2025 (IEA), almost all in refining, ammonia and chemicals



Policy and capital are moving

Governments, utilities, manufacturers and fleets are investing to cut fossil-fuel dependence, including in oil and gas states.



Freight feels it first

Carriers face emissions pressure but still need diesel-like range, power and refueling speed.



Two complementary paths

Battery-electric fits return-to-base routes; hydrogen fits range-, payload- and utilization-critical use.



A fuel built for industry

Hydrogen supply was built for centralized industrial buyers, not retail transportation fueling.

Two paths to zero emissions: hydrogen wins on long-haul

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

10–20 min

fuel-cell refueling, vs ~1–4+ hours to charge a battery truck

500–750 mi

fuel-cell range, vs ~150–300 miles for battery-electric

THE PROBLEM

Vehicles exist; the fueling infrastructure does not



Production

Hydrogen producers already sell enormous quantities to established industrial customers. With buyers for their output, they have little financial reason to build a separate retail fueling network.



Distribution

Industrial hydrogen moves in bulk to established customers. Long-haul trucks need dependable fuel along major freight corridors, but that transportation supply network has not been built.



Retail

Without enough stations, fleets cannot put hydrogen trucks into long-haul service. Without vehicles on the road, few companies will invest in new stations.

Industrial producers already have customers. Station developers need reliable fuel supply, while truck manufacturers need places for their vehicles to refuel. No one part of the industry has a strong reason to build the entire network. BGE is developing production, distribution and fueling together.

Own the infrastructure behind a new transportation fuel



Freight-aligned

Positioned in the next generation of freight and energy infrastructure, where trucks and fuel demand already exist.



Vertically integrated

Renewable production, distribution and several retail and commercial channels in one company.



Scalable

Mojave sets a repeatable model for five facilities, then regional supply, partners and franchises.

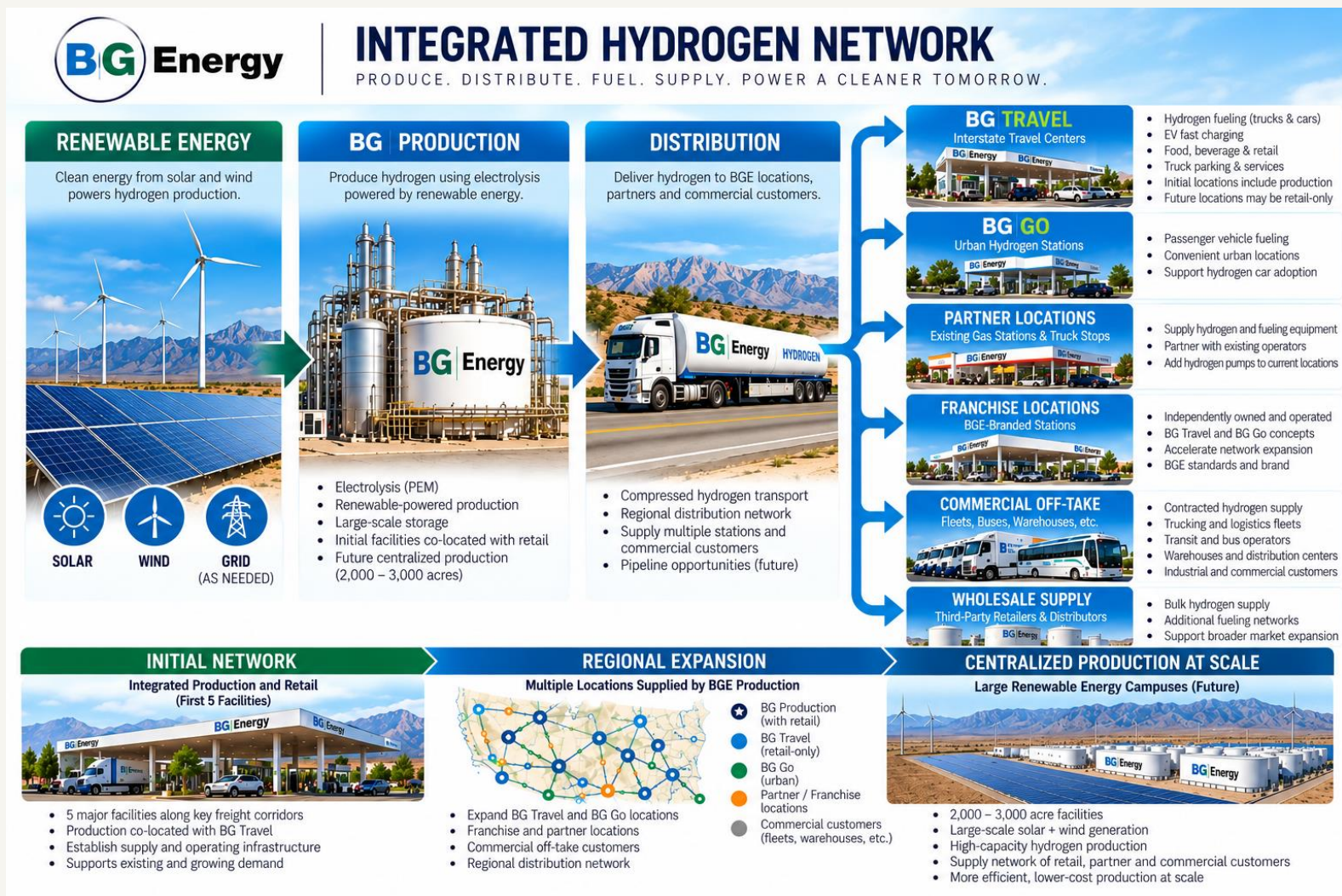


Asset-backed

Land, solar, electrolysis, storage and fueling: hard assets built for long-term ownership.

Multiple revenue streams: hydrogen sales, travel-center operations, DC fast charging, wholesale supply, off-take contracts and franchising. Early-stage entry: this round de-risks the first site.

Interconnected hubs that produce, distribute and fuel



How the network works

- Initial hubs combine production and retail where freight already moves
- Later, regional production supplies many fueling sites
- Six channels: BG Travel, BG Go, partners, franchise, off-take, wholesale
- Off-take contracts give demand that supports financing

Flagship hub: the Mojave Project on Interstate 15

BGE MOJAVE PROJECT

INTEGRATED HYDROGEN PRODUCTION & FUELING FACILITY

INTERSTATE 15 | SOUTHERN CALIFORNIA | LAS VEGAS NEVADA



20 MW
PEM Electrolyzer
System



8,000 kg/day
Initial Hydrogen
Production



16,000 kg/day
Expanded
Production Capacity



30 MW
Planned On-Site
Solar Generation



12
Hydrogen
Dispensers
8 Truck | 8 Passenger



16
DC Fast
Chargers



BG Travel
Retail, Food, Beverages,
Convenience, Parking
and Related Services

Conceptual rendering - proposed facility design.

Conceptual rendering of the proposed facility.

~200 → ~400

heavy-duty fills per day of capacity
(8,000 → 16,000 kg/day at 40 kg).
Capacity, not a traffic forecast.

Development stage

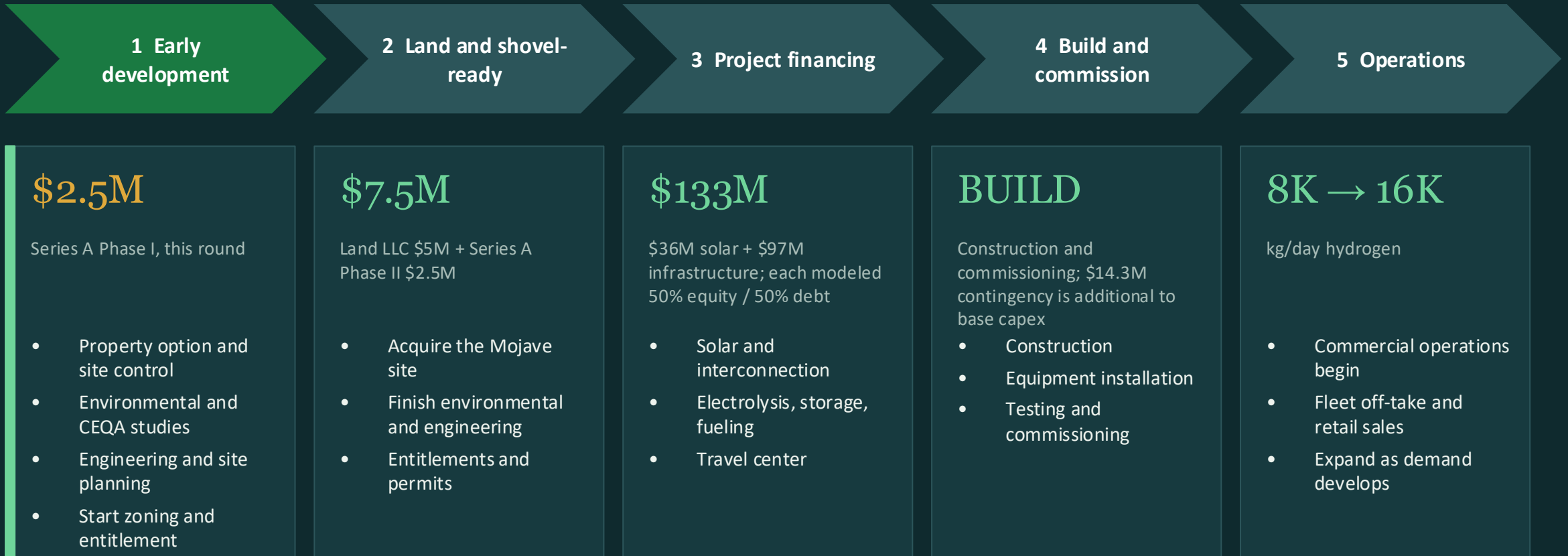
Site not yet owned (\$250K option
planned). Environmental review,
permitting and financing remain.

~\$143M + \$14.3M

base capex plus contingency

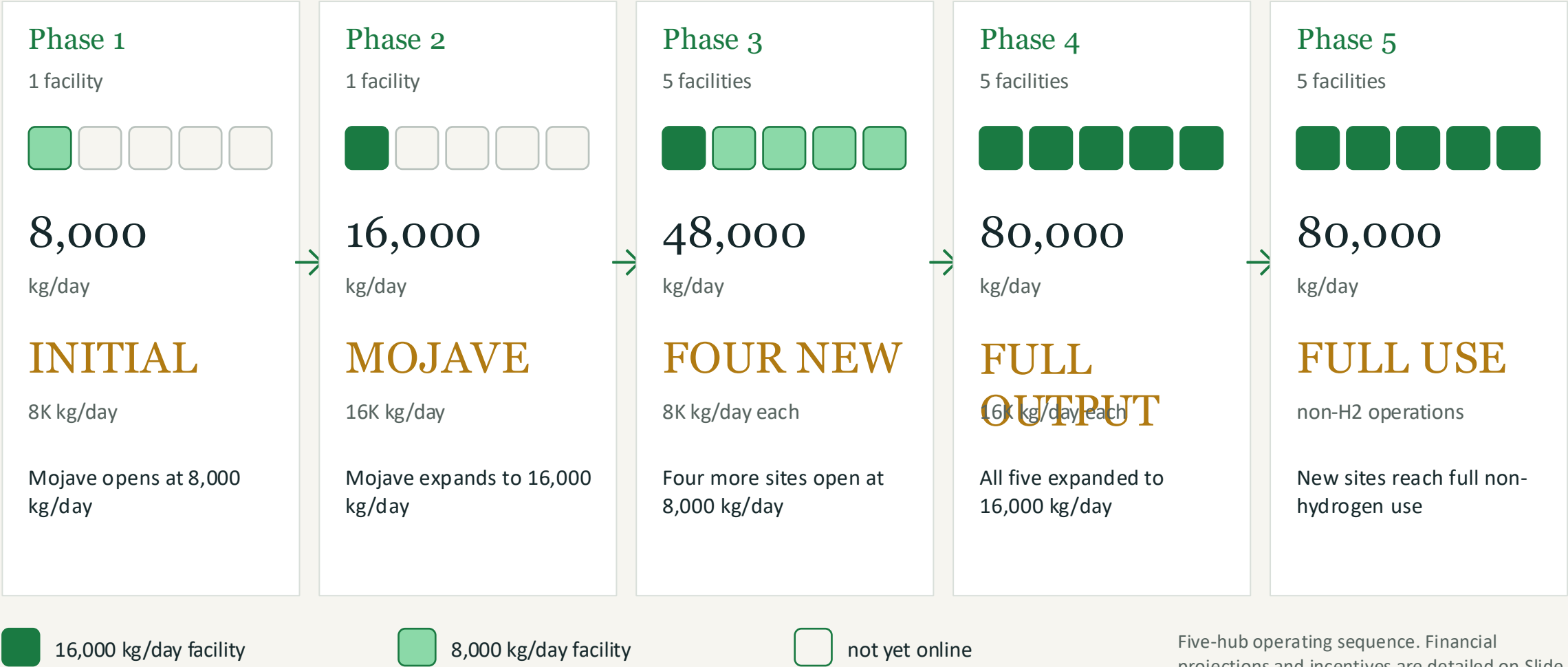
From site control to operations: the Mojave path

WE ARE HERE



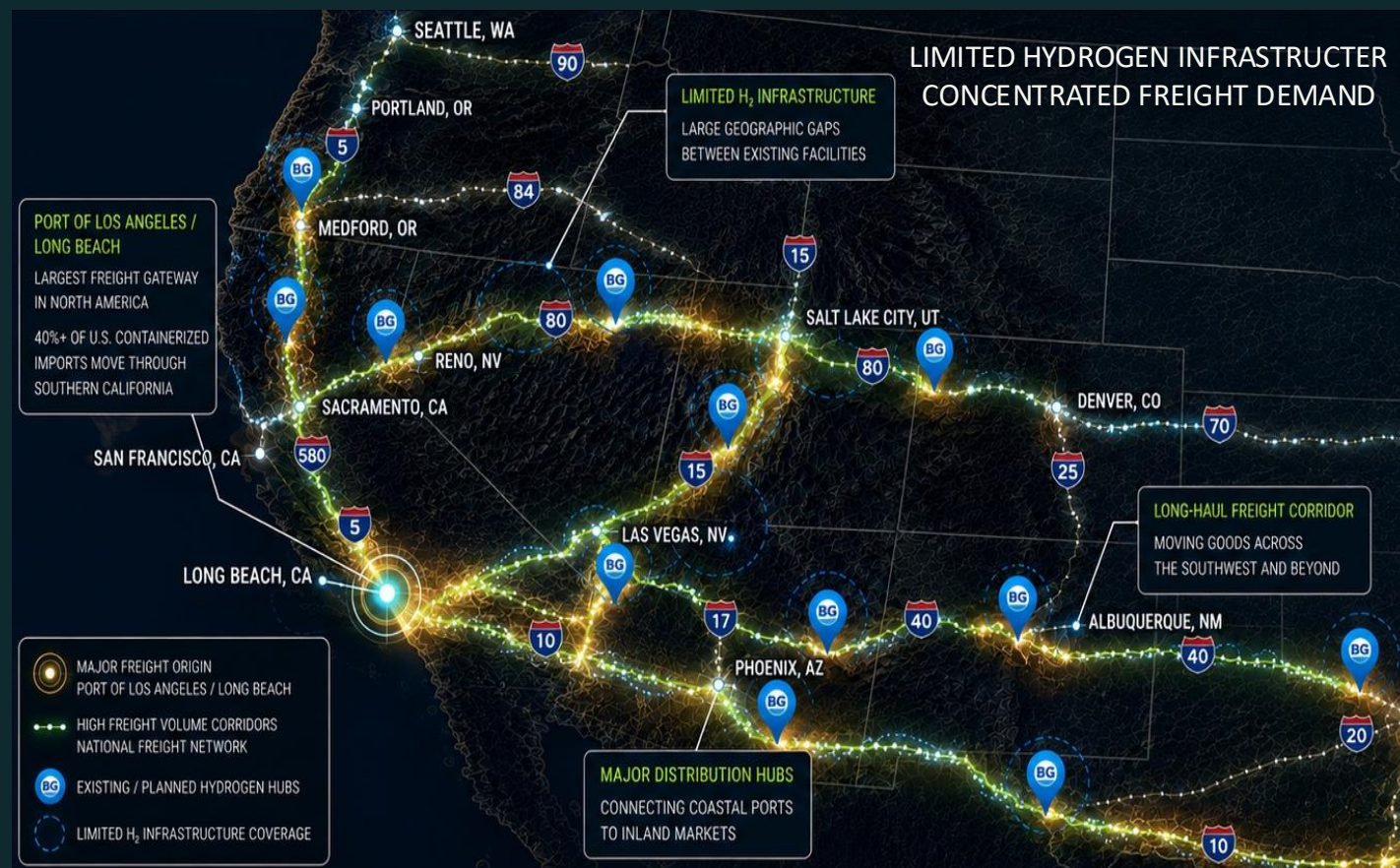
Base project funding totals \$143M: \$2.5M Phase I + \$7.5M Land/Phase II + \$133M Solar/Infrastructure. The \$14.3M contingency is additional; the completed \$1.25M seed round is not part of base capex. Financing and approvals are not assured.

How one facility becomes five



Five-hub operating sequence. Financial projections and incentives are detailed on Slide 11.

Then a regional network along key corridors



Initial network

1

Five integrated production and fueling facilities, starting with Mojave. ~80,000 kg/day at full build.

Regional expansion

2

More BG Travel and BG Go sites, partner and franchise locations, off-take customers.

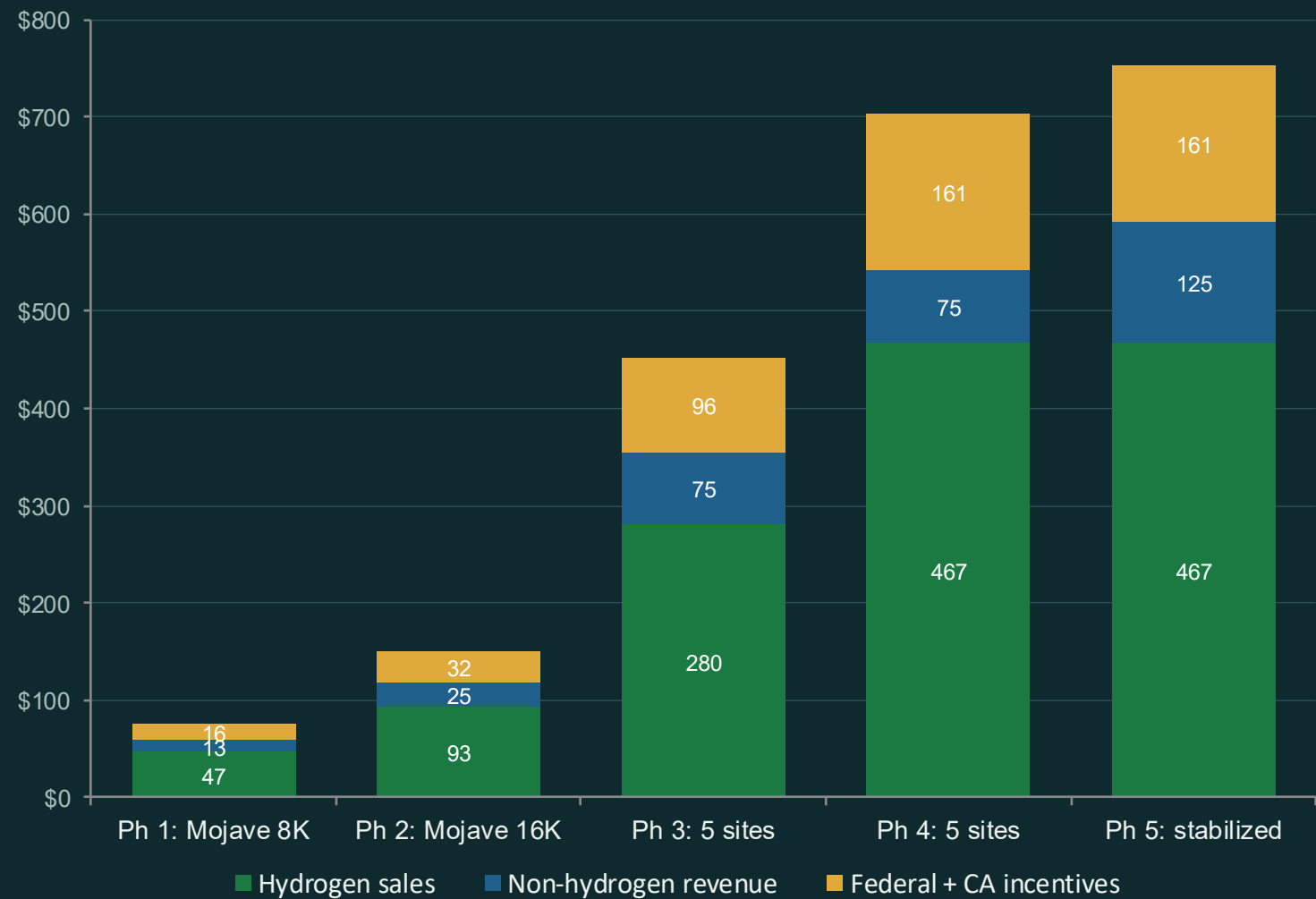
Regional campuses

3

2,000–3,000 acre solar, wind and electrolysis campuses supply whole regions; retail sites shrink to 5–10 acres.

Longer term: hubs every ~250–300 miles on major interstates toward Texas, the Midwest and the East. Mojave comes first; the other four facilities are not yet developed or financed and no timing is represented.

Phased ramp from one facility to five



Phase	Total rev. + incentives
1 Mojave, 8,000 kg/day	\$75.3M
2 Mojave, 16,000 kg/day	\$150.6M
3 Five sites (4 new at 8K)	\$451.7M
4 Five sites at 16K	\$702.8M
5 Non-H2 at 100%	\$752.8M

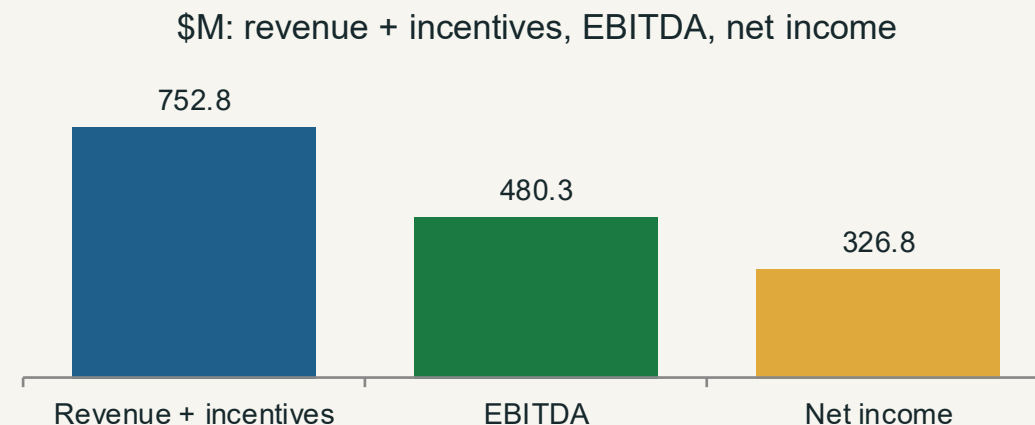
Base case: \$16.00/kg price, \$5.48/kg production cost, \$5.50/kg incentives. All five sites assumed in California.

Stabilized five-facility income statement

Revenue to EBITDA	\$M
Hydrogen sales (29.2M kg at \$16)	467.2
Non-hydrogen revenue	125.0
Federal 45V (\$3.00/kg) + California (\$2.50/kg)	160.6
Total revenue and incentives	752.8
Hydrogen production cost (\$5.48/kg)	(160.0)
Non-hydrogen operating costs (50%)	(62.5)
Corporate SG&A	(35.0)
Insurance and compliance	(10.0)
Public company / corporate costs	(5.0)
EBITDA	480.3

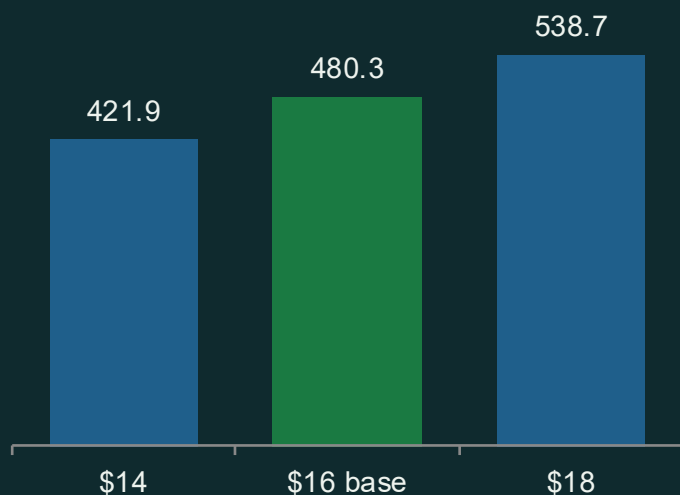
Per facility at stabilization: \$150.6M revenue and incentives, \$106.1M margin before corporate expenses, 5.84M kg per year.

EBITDA to net income	\$M
EBITDA	480.3
Depreciation and amortization	(40.0)
EBIT	440.3
Interest (8% on \$332.5M debt)	(26.6)
Pre-tax income	413.7
Income taxes (21%, illustrative)	(86.9)
Net income	326.8

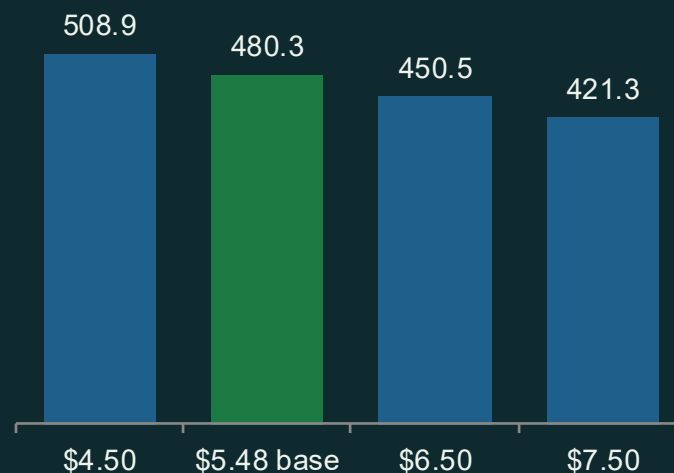


Sensitivities: price, cost and incentives drive EBITDA

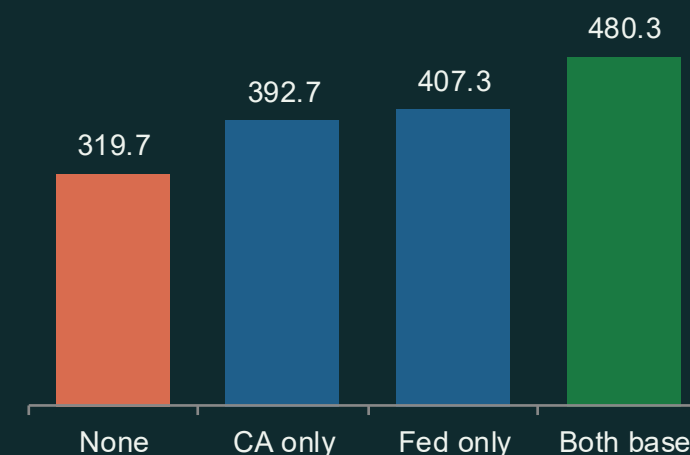
EBITDA vs H2 price (\$/kg)



EBITDA vs production cost (\$/kg)

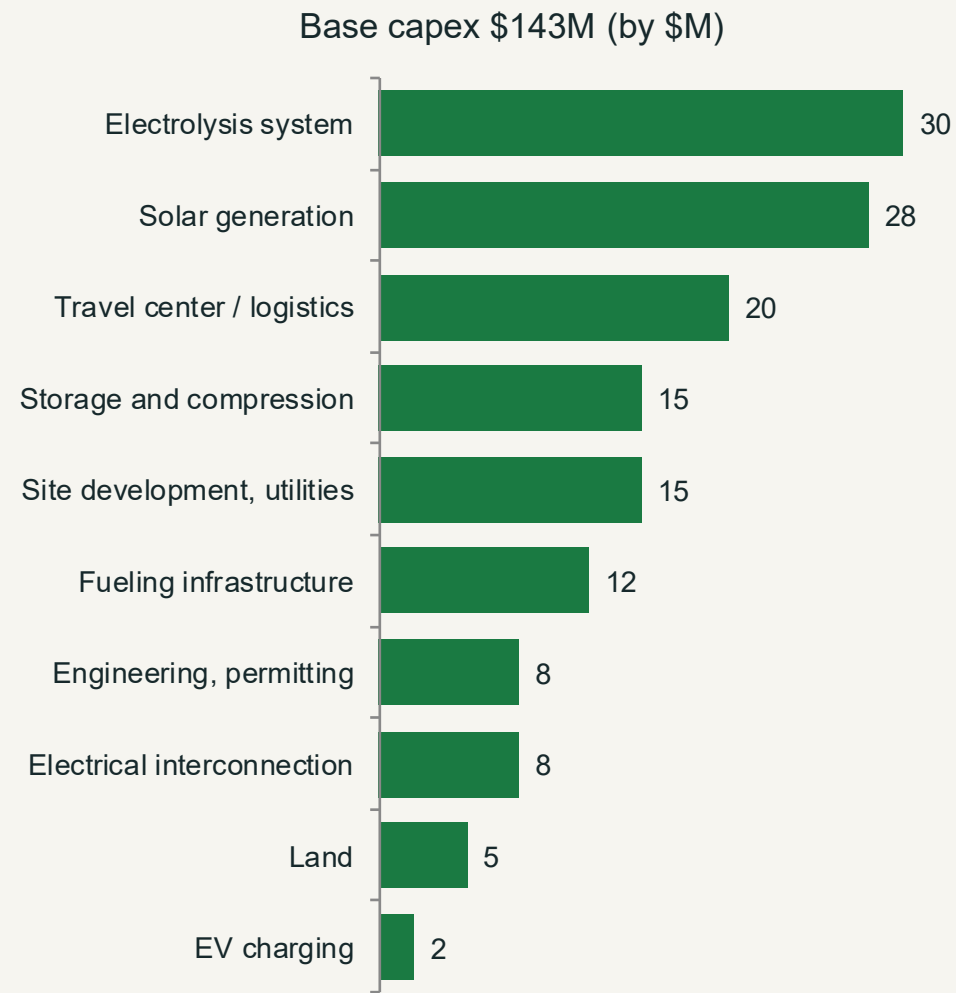


EBITDA vs incentives



- Electricity: 63 kWh/kg at \$0.055/kWh (~\$3.48/kg of the \$5.48/kg cost); other production cost ~\$2.00/kg.
- 365 operating days; 16,000 kg/day per facility = 5.84M kg per year; 80,000 kg/day across five.
- Without both incentives, modeled EBITDA falls by one-third: incentives are material to the economics.
- Financing: 53.5% equity / 46.5% debt on base capex; any contingency assumed non-equity.

About \$143M per facility, financed in stages by asset class



Financing stage	Capital	Structure	Conv. price
Seed (completed)	\$1.25M	Equity	\$1.00
Series A Ph I (this offering)	\$2.5M	Corp. equity	\$2.50
Land LLC	\$5M	Project equity	\$2.50
Series A Ph II (planning)	\$2.5M	Corp. equity	~\$3.75
Solar + interconnection	\$36M	50% eq / 50% debt	\$5.00
Plant + construction	\$97M	50% eq / 50% debt	\$7.50
Contingency	\$14.3M	Non-equity	n/a

Project-level equity carries conversion rights into BGE common stock. Corporate equity funds de-risking so later capital can come from project equity and debt.

Project-level entities isolate each asset and its financing



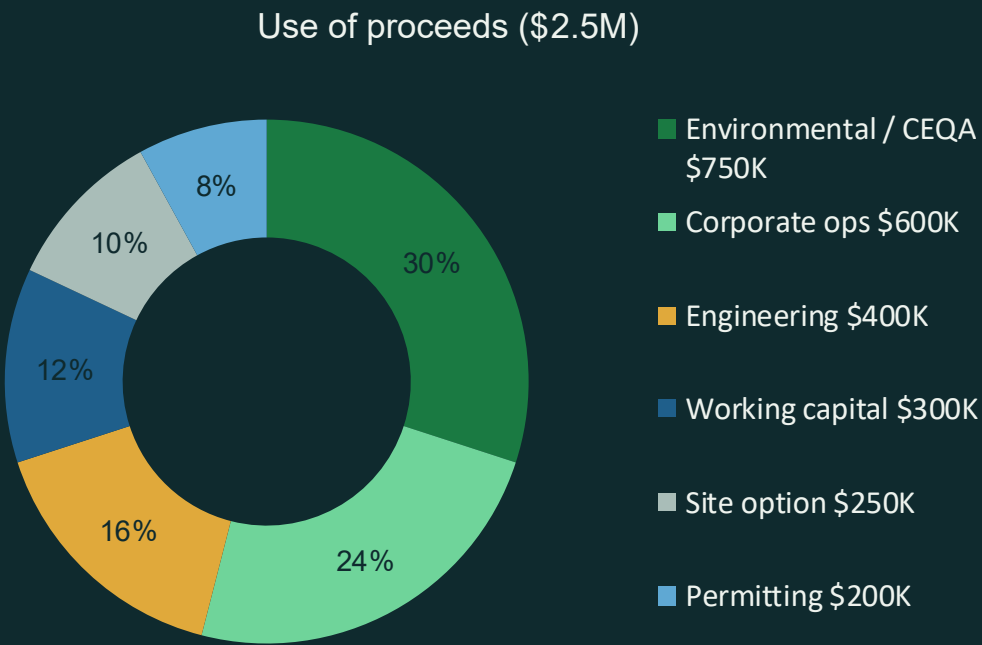
- BGE Land LLC: site control and acquisition
- BGE Mojave Solar LLC: ~30 MW solar and interconnection
- BGE Mojave Infrastructure LLC: production, fueling, travel center
- Each can raise project equity and debt

Corporate management, strategy, capital markets and oversight stay at BGE, Inc.; project-specific financing sits in the project entities.

INVESTMENT OPPORTUNITY

Series A Phase I: up to \$2.5M at \$2.50

Term	Detail
Security	Series A Common Stock
Amount	Up to \$2,500,000
Shares / price	1,000,000 at \$2.50
Minimum	\$50,000 (20,000 shares)
Investors	Accredited only; Rule 506(c); verified
Basis	Best efforts; open to Oct 15, 2027



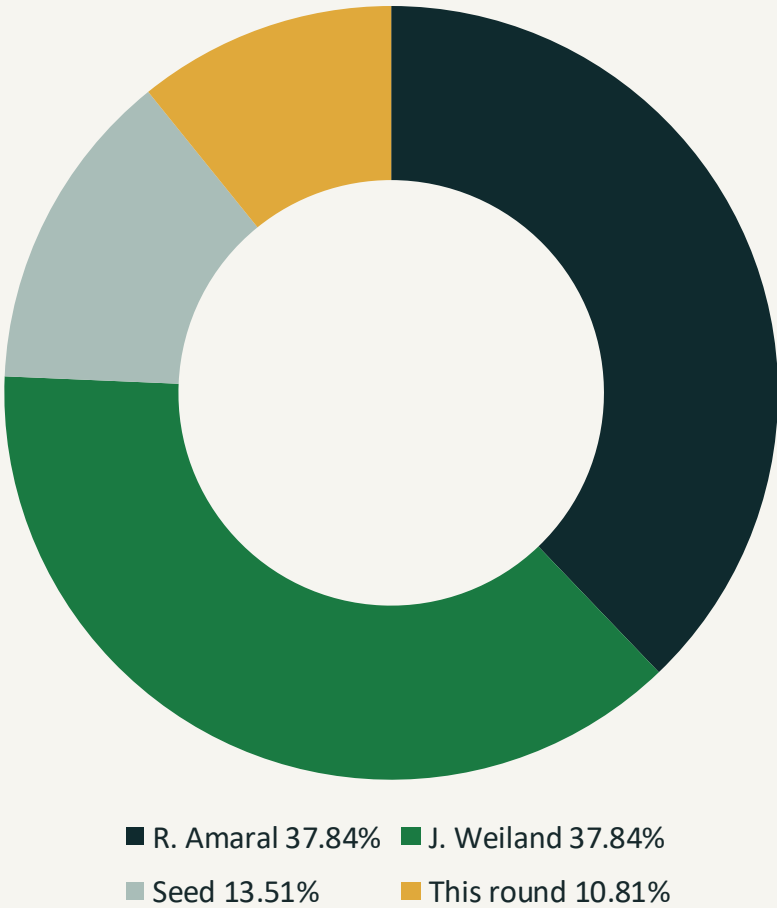
What it buys: contractual site control, substantially advanced environmental review, preliminary engineering and site planning, and the start of entitlement. It does not fund construction; Phase II development capital and ~\$143M of project financing follow.

Cap table: this round

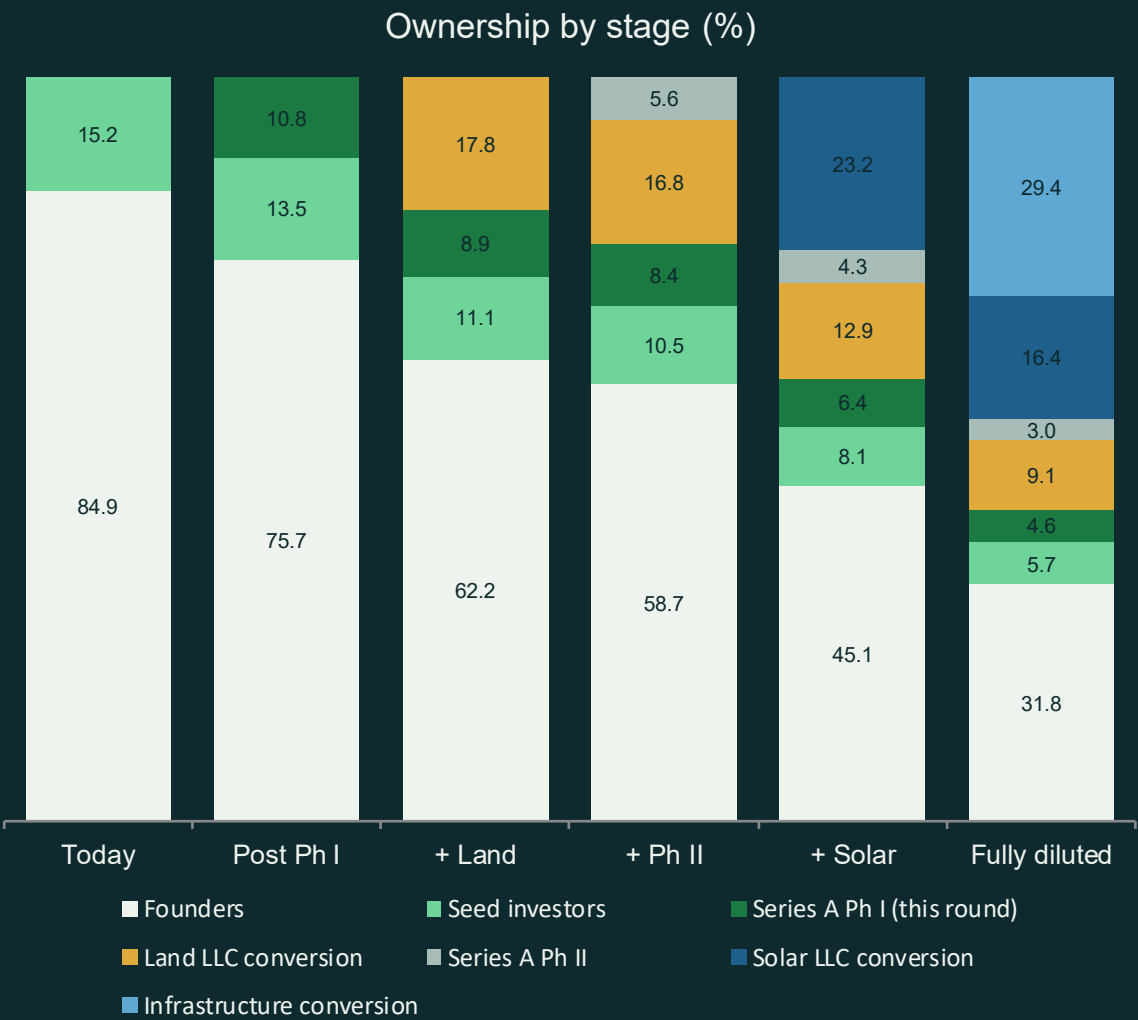
Holder	Shares	Before round	After this round
Robert S. Amaral	3,500,000	42.42%	37.84%
Jeffrey A. Weiland	3,500,000	42.42%	37.84%
Seed investors	1,250,000	15.15%	13.51%
Series A Ph I (this round)	1,000,000	—	10.81%
Total Series A	9,250,000	8,250,000 sh	100.00%

Voting control: 5,000,000 Series B shares carry ten votes each and are held for control. They are excluded from the economic percentages. Founders keep voting control after dilution.

Ownership after this round



Fully diluted ownership after all rounds



Holder	Shares	Today	Post Ph I	Fully dil.
Founders	7,000,000	84.8%	75.7%	31.8%
Seed investors	1,250,000	15.2%	13.5%	5.7%
Series A Ph I (this round)	1,000,000	—	10.8%	4.5%
Land LLC conversion	2,000,000	—	—	9.1%
Series A Ph II	666,667	—	—	3.0%
Solar LLC conversion	3,600,000	—	—	16.4%
Infrastructure conversion	6,466,667	—	—	29.4%
Total	21,983,334	8.25M	9.25M	100.0%

Existing holders, including this round, dilute as project capital converts. Series B (10 votes per share) keeps voting control. Conversion prices rise \$2.50 to \$7.50 per share across stages.



BUILDING THE NEXT GENERATION OF HYDROGEN INFRASTRUCTURE



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NEXT STEP | REVIEW THE PRIVATE PLACEMENT MEMORANDUM