



POWER TAP

— HYDROGEN —

A Clean Power Capital Corp.
Investment (NEO: MOVE)

PowerTap: Building North America's Largest Hydrogen Fueling Network

Hydrogen > Other Fuels

Millions of Hydrogen Trucks/Buses/Cars coming Lack

of USA Fueling Stations = Billion \$ Opportunity

POWER TAP = Greenest and Lowest Cost Hydrogen

<https://www.washingtonpost.com/technology/2020/02/26/hydrogen-fuel-cell-cars/>

<https://www.wsj.com/articles/the-truck-industry-bets-on-the-other-electric-vehicle-11587547174>

SEPT 2021



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Companies invested in Hydrogen



Hydrogen Fuel Cells are/
will be used to power
trucks, buses, cars and
fork lifts in factories

Hydrogen Stocks

**2 YEAR
HIGH to LOW
MULTIPLE**
⁷

Fuel Cell Energy	(FCEL)	19X
Nikola Motors	(NKLA)	6X
Ballard Power	(BLDP)	2.5X
Plug Power	(PLUG)	7.5X
ITM Power PLC	(ITM: LON)	3.5X

Hydrogen Fueling stations are the **Missing infrastructure** needed to drive hydrogen fuel vehicle growth

⁷ Divide 52 week high by 52 week low

¹ <https://bit.ly/38Tr3qR>

² <https://bit.ly/3n2ryqv>

³ <https://bit.ly/3kP20ux>

⁴ <https://bit.ly/3BlreRQ>

⁵ <https://bit.ly/3DF4RPj>

⁶ <https://bloom.bg/3BJD0vB>

PowerTap Hydrogen Fueling

(100% owned by PowerTap Hydrogen Capital Corp.)



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Partnerships with major fueling network to install hydrogen fuel technology at existing locations accelerates launch

PowerTap is a low cost, green, onsite hydrogen fueling technology for the USA and Canada.

Attractive public/private sector green infrastructure loan programs exist in USA

Attractive California Hydrogen Fueling Infrastructure Carbon Credits upon installation = CASH FLOW Pre-Hydrogen sales¹



¹ <https://bit.ly/3DOiNXI>

Long Haul Truck (Class 8) Fuel Comparison

Fuel Type ²	Driving Range (Miles)	Fueling Time (Min)	Cost/Mile (cents)
CNG	370	15-30	36.78
Diesel¹	815	15-30	70.24
Battery Electric³	300	480	43.54
Hydrogen⁴	600	15-30	53.00

¹ Based on diesel cost as of September 2021; 6.5 MPG ((<https://www.inlandtruck.com/blog/getting-best-mpg-semi-truck/>))

² All fuel cost/mile numbers exclude incentives

³ Tesla estimates, as published (www.tesla.com/semi)

⁴ Hyzon, investor presentation Feb. 2021 (<https://hyzonmotors.com/wp-content/uploads/2021/02/Hyzon-Investor-Presentation-02.12.21ck.pdf>)

Hydrogen Fueling Opportunity

Hydrogen fuel cell electric (FCEV) vehicles are superior decarbonized vehicles to other vehicle types including battery electric vehicles (BEV).¹

Long Haul Truck² and Public Transport³ will lead hydrogen fuel cell penetration.

Hydrogen vehicle sales expected to grow exponentially, but USA is lacking fueling stations. **Nikola⁴, Toyota⁵, Volvo/Daimler⁶** launching hydrogen trucks with >\$10 billion of orders

US Auto Fueling Infrastructure⁷

- >100,000 Gas Stations
- 25,000 + Battery Electric Stations
- **Under 100 Hydrogen Fueling Stations for Automobiles**

¹ Based on publicly available information regarding the lower weight, longer range, shorter refueling time and longer life of fuel cells in FCEVs vs. batteries in BEVs.

² <https://bit.ly/3DNgAeI>

³ <https://bit.ly/3kYpugW>

⁴ <https://bit.ly/3h2Zlfz>

⁵ <https://toyota.us/3kLi8x2>

⁶ <https://bit.ly/3n0Xs75>

⁷ <https://bit.ly/3zMYAhW>



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Hydrogen Vehicles



Audi H-Tron Quattro



Chevrolet Colorado ZH2



Honda Clarity Fuel Cell

Hydrogen Cars

2014 Hyundai Tucson FCEV

2015 Toyota Mirai

2018 Honda Clarity

2020 BMW plans Hydrogen Cars



Hyundai NEXO



Mercedes-Benz GLC F-Cell



Nissan X-Trail

Hydrogen Trucks

2020 Hyundai

2022/23 Nikola Motors

2020 Toyota Announced

2020 Volvo/Daimler Announced



Toyota Mirai (FCV)



AC Transit buses



SunLine Transit buses

Other Vehicles

DAIMLER

Mercedes-Benz Sprinter Fuel Cell

DOLOMITECH

Minibus A50 - 16 Seats

BMW

i Hydrogen Next (Hydrogen Fuel-Cell Version of X5 Crossover SUV)

FORD

Ford E350 Fuel Cell Shuttle Bus

HYUNDAI

Fuel Cell Bus (concept)

Hyundai's ELEC-CITY Fuel Cell

Electric Bus

\$15,000 Fuel Card for New Toyota Hydrogen Fuel Cars - no similar offer for electric cars



Hydrogen Production Alternatives¹

Technology	Onsite/Offsite Production	Cost of Production (per kg)	Key Raw Materials
Offsite SMR & CSD² (Compression, Storage & Delivery) <i>Black/Gray Hydrogen</i>	Offsite	\$11.48 ²	Natural Gas
Electrolysis <i>Green Hydrogen</i> <i>Pink/Red - using Nuclear Power</i> <i>Yellow - using grid electricity</i> <i>White - using waste/plastics</i>	Onsite/ Offsite	\$9-\$11 ³	Electricity ⁴
PowerTap Onsite SMR⁵ <i>Blue Hydrogen</i>	Onsite	Under \$2 ³	Renewable Natural Gas

¹ Source: Levelized Cost of Production Calculated by EIN using data from "California Power-to-Gas and Power-to-Hydrogen Near-Term Business Case Evaluation" Eichman, Josh, Flores-Espino, Francisco, National Renewable Energy Laboratory

² Cost to individual Station Owner : Most Hydrogen fueling stations buy and ship offsite Hydrogen from chemical companies

³ Excludes maintenance costs and carbon credit benefits

⁴ Greater than 60% of USA electricity generated from fossil fuels

⁵ Types of Hydrogen: https://powertapfuels.com/pdf/WSJ_Hydrogen_Overview_Oct_2020.pdf



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Hydrogen Fueling with Onsite Production

PowerTap produces the same Hydrogen output in 1/5th the space!



MORE EXPENSIVE

Competitive technology

CSD : make hydrogen offsite and store

LESS EXPENSIVE

PowerTap solution

SMR : make hydrogen onsite

PowerTap Onsite SMR Producing Blue H₂ is Cheaper and Cleaner than Onsite Electrolysis (Green H₂) in North America

Electricity is more expensive in the USA than some parts of Europe. The Electricity Grid is also more fossil-fuel based (65%+) in North America vs Europe; where wind and solar green electricity is more abundant.

Renewable natural gas and natural gas are abundant and inexpensive resources in North America, the Middle East and Russia.¹

Newer carbon capture technologies make renewable natural gas-based Hydrogen a greener solution in North America than Electrolysis.²

Electrolysis may be cost effective in certain European markets, where green electricity and government subsidies are present.

PowerTap Hydrogen costs \$2/kg (based on the engineering & design of the PowerTap Gen3 unit) - lowest in North America.

¹ Hydrogen Has a Long Way to Go to Be Green
https://powertapfuels.com/pdf/WSJ_Hydrogen_Dirty_Secret_oct_2020.pdf

² Electrolysis may be too expensive in USA
<https://finance.yahoo.com/news/nikola-truck-hydrogen-stations-electricity-194418949.html>



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Potential US
Department
of Energy
Loans
(70+% of
CAPEX)

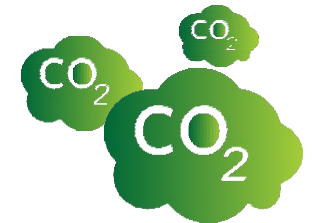
POWERTAP[®]
TOP HYDROGEN FUELING SYSTEM

Patented Fueling
SMR Technology
- Large
Portfolio of IP



Gas and
Truck
Station
Partnerships
with

Andretti
GROUP



Carbon
Credits = Cashflow
Pre-Commercial
Revenues



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Attractive Federal & California Carbon Credits Program

PowerTap Hydrogen has developed a model to fund its construction of Hydrogen Fueling Stations on existing gas station properties across California with attractive public (Title 17 DOE Loan Guarantees) and broadly available private sector green loan programs which can fund 70%+ of the infrastructure costs.

The funds earned from participation in the California LCFS (Upon Construction, Pre-Sales) hydrogen infrastructure program will allow us to generate cash flow to service debt **until there is revenue from the sale of Hydrogen.**

Carbon Credits also earned on Hydrogen sold; increasing revenue.

California Carbon credit market multi billion \$ in 2020.
(Source: Carbonomics)
Tesla has >\$1.6B of 2020 carbon credits



Minimum Annual Carbon Credits for a 1,250 kg PowerTap Fueling Station in California

CAPEX per One PowerTap Station¹

\$6 MILLION

LOAN²

\$4.0 MILLION

EQUITY

\$2.00 MILLION

Estimated HRI Carbon Credits prior to Selling any Hydrogen³

~\$2 MILLION

¹ Estimated long term manufacturing cost, based on volume orders; includes carbon capture

² USA government and private sector have attractive loan programs for clean tech infrastructure; assumes 70% debt to cost

³ Estimated Hydrogen Refueling Infrastructure (HRI) > \$2 million per year for 15 years based on using Renewable Natural Gas (RNG) as feedstock and achieving a low to negative CI score.



Notes

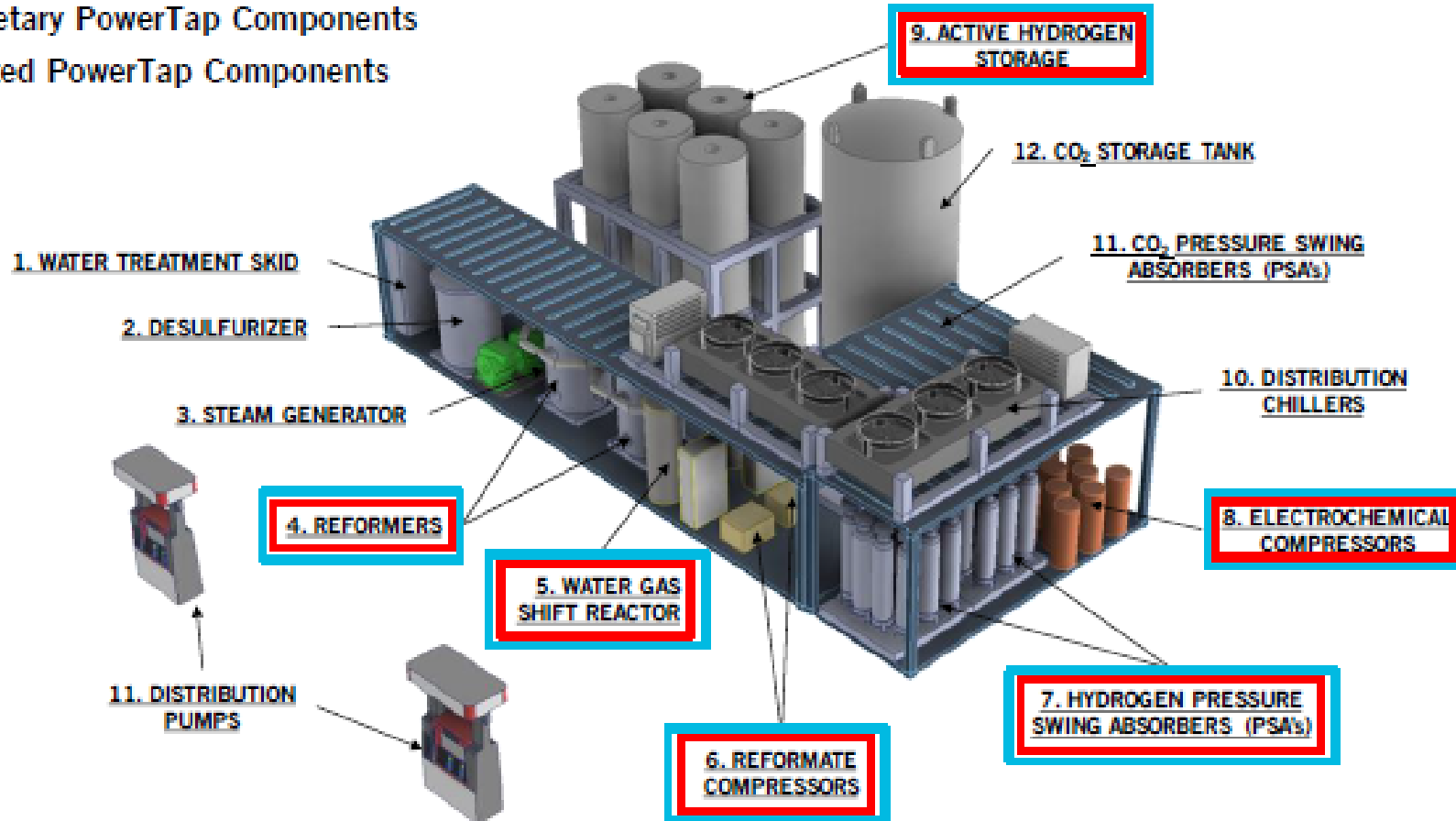
1. PowerTap does revenue share with fuel stations in return for hosting PowerTap Hydrogen fueling stations at their current station locations.
2. Partnerships with car & truck fueling stations

POWERTAP GEN3



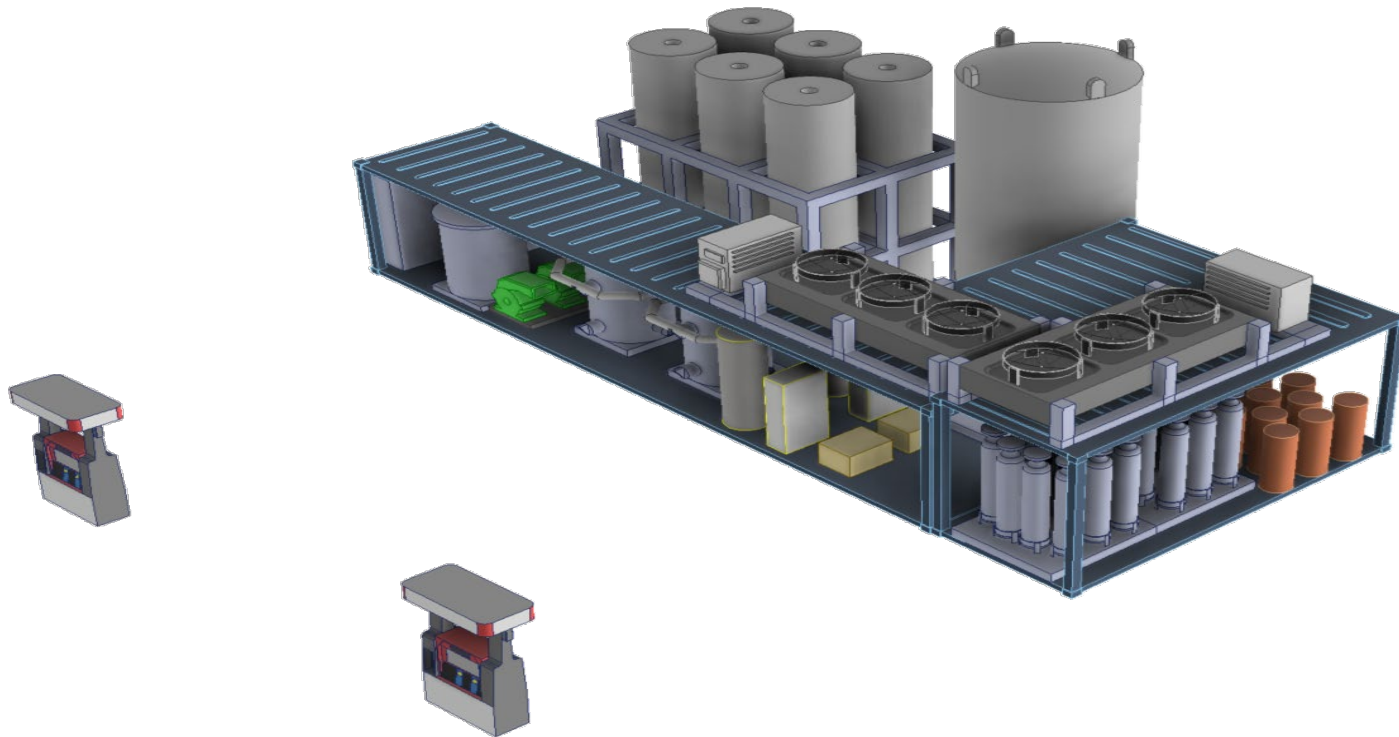
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-  Proprietary PowerTap Components
-  Patented PowerTap Components





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- **Smallest footprint Onsite Blue Hydrogen system - under 1,000 sf**
- **Designed to meet Underwriter Laboratories (UL) safety standards**
- **Has capacity to produce 1,250 kg of 99.995% pure hydrogen per day**
- **Feedstock of 40% Renewable Natural Gas (i.e., Biomethane) creating a lower Carbon Intensity (CI) rating**
- **Designed to operate 4,000 hours without maintenance with 250 cold starts and life cycle of over 40,000 hours**
- **Fuel processor hanging tube design is expandable and designed for ease of maintenance**
- **Replaces compressed gas storage with 250 Kg liquid storage greatly improving site safety**
- **CO₂ fire suppression system supplied from captured CO₂**

PowerTap Advantages



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PowerTap: 13+ Issued Patents

KEY IP

Method of fabrication reduces the overall footprint of the Fuel Processor unit but is also critical to the system's ability to thermal cycle in hours not days

Provides improved reactance of catalysis and reduces catalysis crush during startup and shutdown periods

Greener solution than other SMR solutions



PowerTap – Strategic Investments

Range of Investments Covering the Renewable Spectrum of Hydrogen Production

- Next Hydrogen (www.nexthydrogen.com) - Production of **Green Hydrogen** via 20% lower CAPEX/OPEX per kg than competing electrolysis solutions



- FusionOne™ (www.fusionone.co) - Production of **White Hydrogen** via combined technology thermal solution from plastic waste



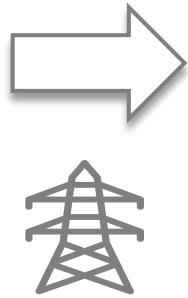
- Advanced Electrolyzer System (AES) - Production of **Green Hydrogen** via gasification of woody biomass/municipal solid waste and hydrogen recovery from natural gas pipelines (49 percent owned by PowerTap)



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Electric Power



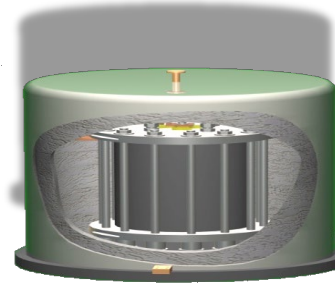
- ✓ Fossil-fuel power
- ✓ Nuclear
- ✓ Wind, solar
- ✓ Hydro

Syngas Stream Feedstock



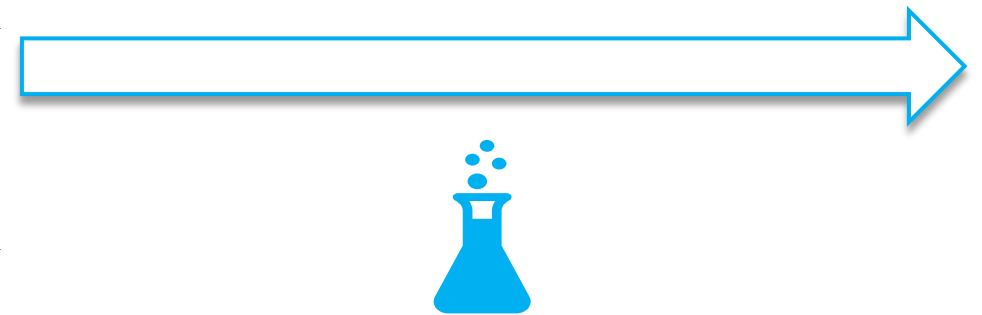
- ✓ Coal gas, naphtha
- ✓ Flare gas
- ✓ Liquid fuels
- ✓ SNG refinery
- ✓ Biomass gasifier
- ✓ SMR H2/NH3 plants

AES
49% owned by PowerTap



- ✓ Metal refining
- ✓ Heating
- ✓ Power generation
- ✓ Power storage

Pure Hydrogen Output Sold to End Markets



- ✓ Hydrogen vehicles
- ✓ Synthetic fuels
- ✓ Upgrading oil/biomass
- ✓ Ammonia

Modular, 'stackable' AES units integrate with SMR, hydrocracking or biomass plants to maximize hydrogen production



Management

Raghu Kilambi

CEO and CFO

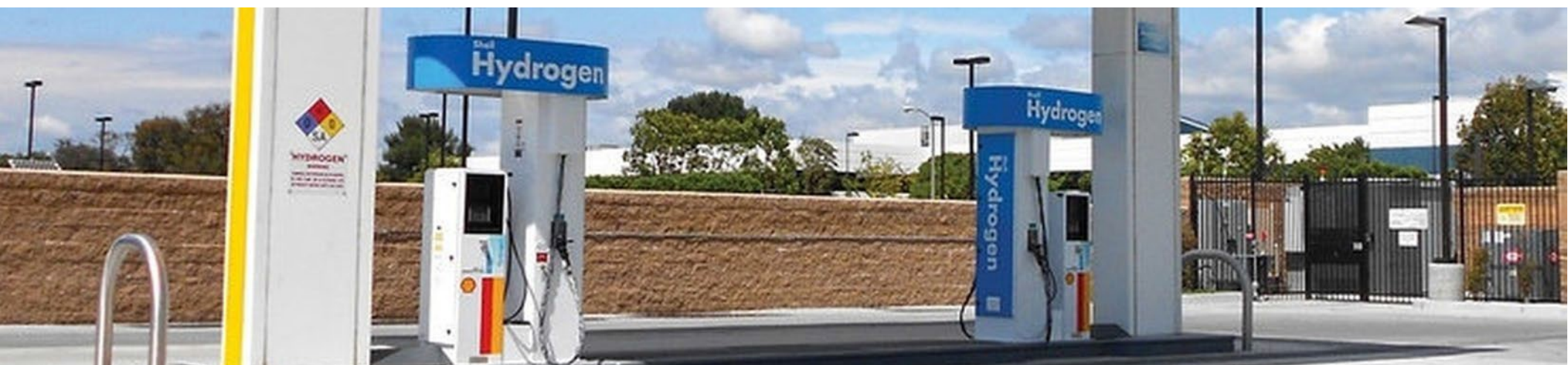
Raghu Kilambi is an experienced investor and entrepreneur with over 25 years of global business experience in public and private investments, building businesses and creating shareholder value.

He has raised over \$1 billion of equity and debt capital for private and public companies and been involved in many M&A acquisitions and exits. Raghu's experience includes operational management, financial reporting, corporate governance corporate finance, public offerings, strategic acquisitions and investments, international business development, merchant banking and corporate restructuring in sectors including technology, telecom and mobile.

Most recently, Raghu was Vice Chairman & CFO of California-based ConversionPoint (e-Commerce software/services) which was sold in 2 M&A exits in late 2019 and early 2020 after filing a Nasdaq IPO prospectus for an Oppenheimer-led IPO in 2019.

In addition, Raghu was previously the Co-Founder, CFO and Chief Strategy Officer of a leading VC-backed first generation application hosting company that grew from startup to \$140 million in annual revenues and a peak Nasdaq market capitalization of over US \$2 billion. Raghu has also been an investor in companies that were acquired by Yahoo, eBay and CGI.

He graduated with Great Distinction with a Bachelor of Commerce and a Graduate Diploma in Public Accounting from McGill University, and qualified as a Canadian Chartered Accountant (inactive).



Management

Salim Rahemtulla

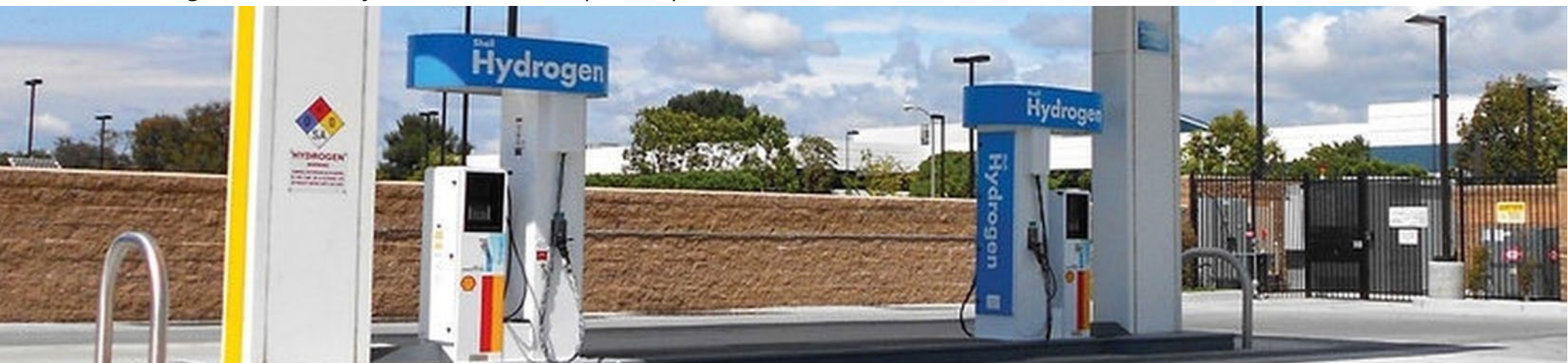
President

Salim Rahemtulla has over 30 years of private and public sector experience in real estate development, asset management, banking/lending, operations and facilities management.

A former US naval officer, he has managed and lead cross-functional teams in the execution of \$2B in public and private sector residential construction projects primarily across Southern California, worked as a construction lender and in loan portfolio management at two major financial institutions, consulted on real estate/affordable housing projects in Los Angeles, and has served as the mission protection/land-use compatibility program manager at a major naval installation with a large-scale military airfield and a deep-draft port.

Over the past decade, Salim has been involved in several real estate and renewable energy start-up companies, most significantly, Foton Technologies, a renewable energy company that has developed a proven clean, green gasification technology to produce electricity using opportunistic biomass feedstock and municipal solid waste and a real estate fund under the auspices of a Southern California-based investment bank. Also, during this time, he supported the Navy and Marine Corps warfighter as a director of asset/facilities management overseeing the planning and development of mission-critical projects at a US naval installation, some of which were in support of RDT&E and mission-focused warfare center facilities projects.

Salim has an undergraduate degree from the University of Southern California (USC) in Economics with an emphasis in Social Sciences and Communication and an MBA from USC's Marshall School of Business.





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Management

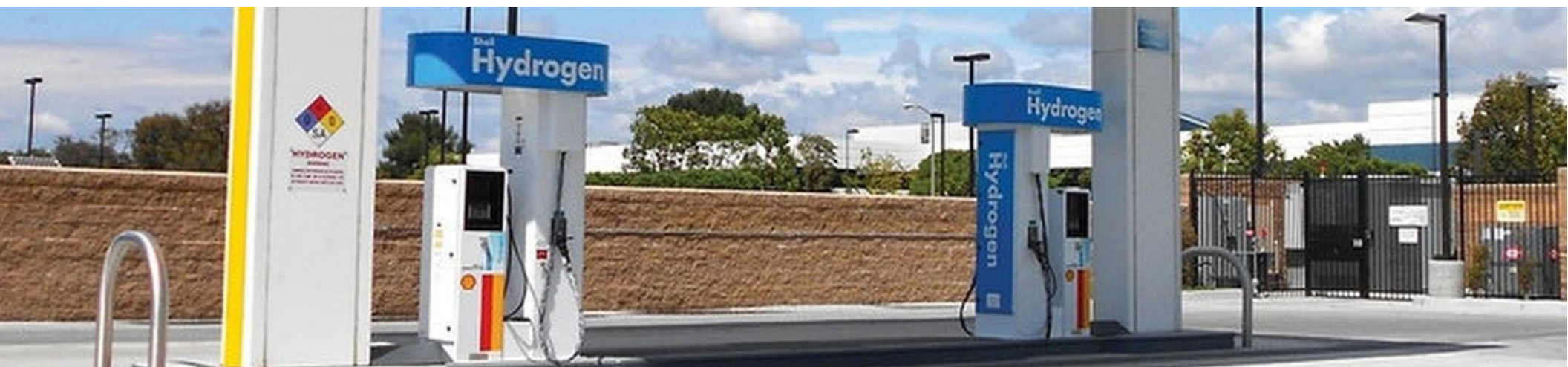
Kelley Owen

Chief Operating Officer

Kelley Owen has over 25 years of experience in executive business management and IT consulting, including senior management positions in several corporations.

At Discount Tires, he served as a director and member of the executive management, sharing responsibility for the operation of the company's 135 locations with over 800 employees throughout California and Arizona. At International Transportation Services (Kline), he acted as director in charge of Information

Technology and member of the executive management team operating four terminals with over 500 employees consisting of Long Shore Union members and management personnel transporting cargo worldwide. In addition, he was a senior consultant at Nestlé Corporation working on the implementation of the company's warehouse distribution system, a nationwide project covering Nestlé's eight distribution centers with a total warehousing capacity exceeding eight million square feet.



Advisory Board



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George Steinbrenner IV

PowerTap Advisory Board

George Steinbrenner IV is the youngest team owner within the NTT INDYCAR Series. His own embrace of practicing sustainability, reinforced by leadership and examples within his family and related businesses, adds to a commitment of following the lead of INDYCAR in having announced a planned move to implement single-source hybrid systems beginning in 2023.

George brings his own long-term view to the ambitious aim of supporting the message of sustainability within motorsport by actively pursuing unique initiatives including running an alternative fuel transporter and companion generator to achieve a carbon neutral footprint, helping to implement comprehensive recycling programs across the INDYCAR landscape, and leading an effort to implement green power at campsites across the INDYCAR schedule.

In 2016, George, in collaboration with Michael Andretti and Andretti Autosport, founded Steinbrenner Racing, an American-based motorsports team competing within the NTT INDYCAR Series and a related and developmental series designed to groom future INDYCAR Series stars. Steinbrenner Racing enters a fifth overall year of competition in 2021 having earned eleven race wins, fifteen poles and twenty-nine total podiums in total.

A member of a family known for winning and success with the New York Yankees, George has shown a passion for racing from an early age along with a commitment toward eventual team ownership by beginning his leadership path as an intern.



Advisory Board



Dave Rogers

PowerTap Advisory Board

Dave Rogers is the Founder & CEO of Amp Energy, an energy transition platform company. Founded in 2009, Amp has become one of the leading global renewables companies having successfully developed and built over 1.8 gigawatts renewable generation projects, hybrid generation plus battery storage projects, and stand-alone battery storage projects around the world, alongside a further 2.0 GW of generation and 2.2 GWh of battery storage assets in construction or entering construction in 2021.

With the addition of Amp X, its fully integrated proprietary digital energy platform, Amp has emerged as a differentiated and unique global energy transition platform.

Based in Toronto, Canada, with operations throughout North America, Japan, Australia, India, the UK, Iberia and the Czech Republic, Amp's international team brings deep expertise and thought leadership to every aspect of the energy industry.

Amp has successfully raised over \$2.5Bn of ESG-focused capital from global pension funds, two of the Walton family offices, Apollo Group, Power Corp and others.

Prior to Mr. Rogers founding Amp in 2009, he was the head of carbon markets and Front Street Capital, a \$3.5Bn investment manager, where he was responsible for the origination, sale and trading of carbon credits both privately and through public exchanges globally.



Building the Largest Hydrogen Fueling Station Network



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Hydrogen vehicles have major advantages over battery electric, gas and diesel vehicles (driving range, fueling time and cost per mile)

Billions of dollars of hydrogen trucks and cars expected on the market over the next decade¹ from incumbents (Toyota, Hyundai, Daimler/Volvo, BMW, Land Rover, etc) and upstarts (Nikola, Hyzon)²

The Hydrogen market is expected to be a \$140 billion dollar market in the USA by 2030 and create 700,000 jobs.³

Lack of hydrogen fueling stations in USA (under 70 consumer stations now) is the huge opportunity with 1000s needed in the next 3-5 years.⁴

PowerTap has multiple patents and is most advanced, cost effective and truly green hydrogen station solution

Competitive hydrogen production technologies are too expensive and not truly green as advertised

Attractive debt solutions leverage equity invested in PowerTap stations in partnership with existing gas/truck stop owners for quicker deployment starting in 2022

California hydrogen infrastructure carbon credits generate attractive cash flow even prior to commercial sales of hydrogen

Hydrogen's time is now due to clean tech revolution and economic advantages over incumbent technologies

Public and Private capital embracing hydrogen technologies worldwide

Partnership with the Andretti Group gives PowerTap the first-move advantage in the industry.

¹ <https://bit.ly/38D7D9t>

² <https://bit.ly/3tclOvH>

³ <https://bit.ly/3zO3V8P>

⁴ <https://bit.ly/3jGtQtx>



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Building North America's
Largest Hydrogen Fueling
Network

In Partnership with

Andretti
GROUP

Raghu Kilambi, CEO
raghu@hydrogenfueling.co

Salim Rahemtulla, President
salim@hydrogenfueling.co



Press Releases



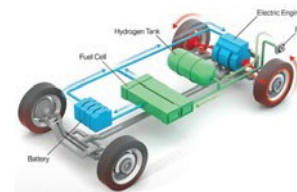
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[Washington Post](#)
[The plug-in electric car is having its moment. But despite false starts, Toyota is still trying to make the fuel cell happen.](#)



[Green Car Congress](#)
[Nikola executes reverse merger with VectoIQ](#)



[BMW.com](#)
[Hydrogen Fuel Cars - Everything you need to know](#)



[INSIDEEVS](#)
[Bosch And Hanwha Invest \\$230 Million In Nikola Corporation](#)



[UPS PRESS ROOM](#)
[UPS Launching World's First Fuel Cell Electric Class 6 Delivery Truck](#)



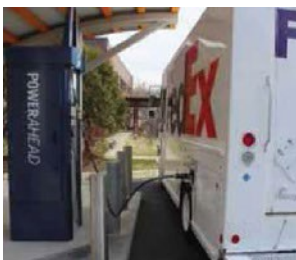
[FINANCIAL POST](#)
[Why Toyota is Doubling Down on Hydrogen Fuel Cell Vehicles for its Future](#)



[AUTOMOTIVE NEWS](#)
[Hyundai Focuses on EVs, Mobility Services in \\$52B Investment Plan](#)



[UPS PRESS ROOM](#)
[UPS Unveils First Extended Range Fuel Cell Electric Delivery Vehicle](#)



[ALBANY BUSINESS REVIEW](#)
[This Albany Tech Company is Powering Fed Ex Vans with Hydrogen](#)



[GEEK WIRE](#)
[Microsoft and Toyota are revving up interest in hydrogen fuel-cell energy](#)

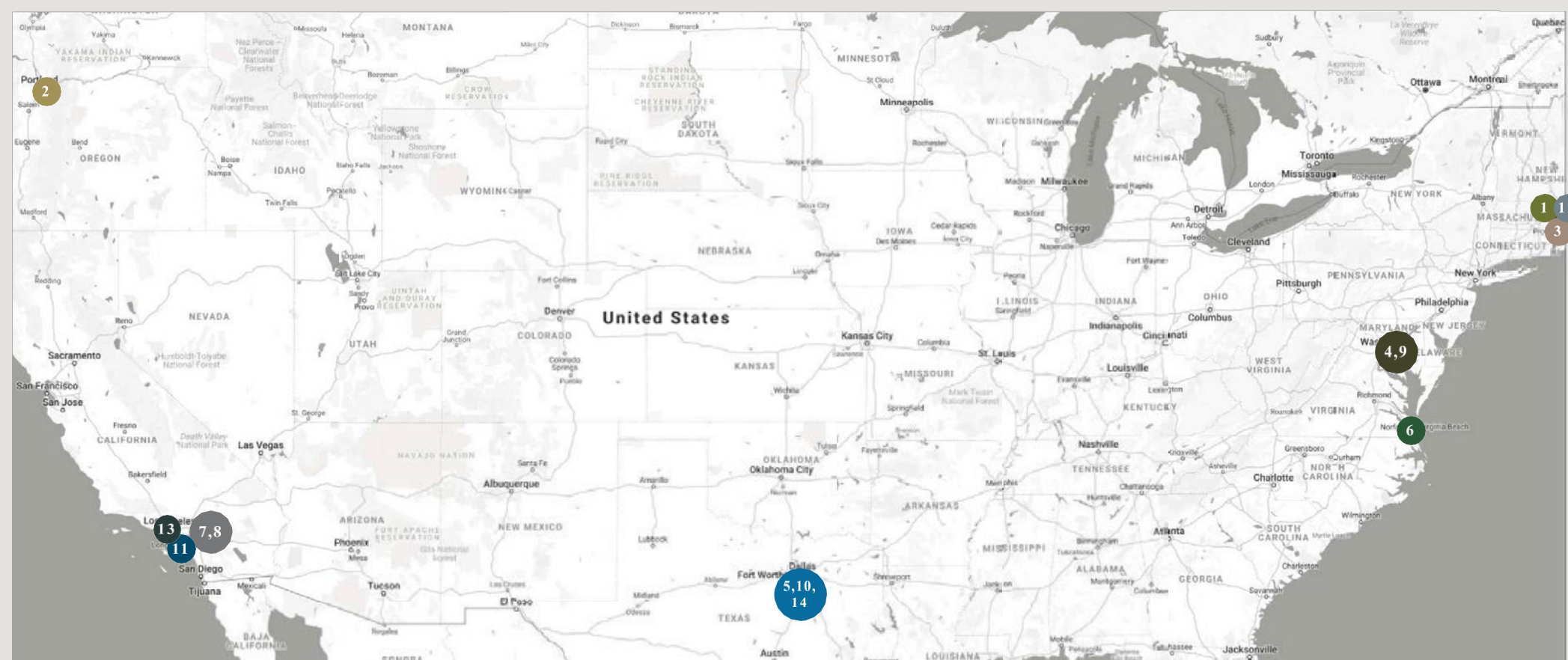


[CNBC](#)
[Hydrogen-Fueled Cars Could Become a Common Sight on the Roads of the Future](#)



[THE COLUMBIAN](#)
[Brunell: Hydrogen Fuel Cells Gaining Momentum](#)

Installed PowerTap Stations UTILIZING PREVIOUS POWER TAP H2 TECH across the USA (stations not owned by PowerTap)



14 Installed Locations

129 Concord Road
Billerica, MA
UNIT #: 1
LOCATION: Navera Fuel Cells Unit #1 Generator
OWNERSHIP: ONEHZ
MAINTAIN : YES

1

9201 Edgeworth Drive
Capital Heights, MD
UNIT #: 4
LOCATION: USPS Pilot Project
OWNERSHIP: ONEHZ
MAINTAIN : YES

4

15750 Meridian Parkway
Riverside, CA
UNIT #: 7
LOCATION: Sysco Units 7. PTAP Generator
OWNERSHIP: ONEHZ
MAINTAIN : YES

7

1101 East Pleasant Run Road
Wilmer, TX
UNIT #: 10
LOCATION: Ace TX Unit 10 Generator
OWNERSHIP: ONEHZ
MAINTAIN : YES

10

10400 Aviation Blvd
Los Angeles, CA
UNIT #: 13
LOCATION: LAX Airport
OWNERSHIP: Air Products
MAINTAIN : YES

13

4000 NE Blue Lake Road
Fairview Oregon
UNIT #: 2
LOCATION: HY Manufacturing 2
OWNERSHIP: ONEHZ
MAINTAIN : NO

2

1101 East Pleasant Run Road
Wilmer, TX
UNIT #: 5
LOCATION: Ace OH Unit 5 Generator
OWNERSHIP: ONEHZ
MAINTAIN : YES

5

15751 Meridian Parkway
Riverside, CA
UNIT #: 8
LOCATION: Sysco Units 8. PTAP Generator
OWNERSHIP: ONEHZ
MAINTAIN : YES

8

18301 Von Karmen Avenue
Irvine, CA
UNIT #: 11
LOCATION: Golden State Foods 11 Generator
OWNERSHIP: ONEHZ
MAINTAIN : YES

11

1101 East Pleasant Run Road
Wilmer, TX
UNIT #: 14
LOCATION: Ace OH Unit 14 Generator
OWNERSHIP: ONEHZ

14

975 University Avenue
Norwood, MA
UNIT #: 3
LOCATION: Margetti
OWNERSHIP: ONEHZ
MAINTAIN : YES

3

536 Viking Drive
Virginia, VA
UNIT #: 6
LOCATION: Stiml Unit 6- Generator
OWNERSHIP: ONEHZ
MAINTAIN : YES

6

9201 Edgeworth Drive
Capital Heights, MD
UNIT #: 9
LOCATION: USPS Pilot Project
OWNERSHIP: ONEHZ
MAINTAIN : YES

9

95 Arlington Avenue
Charleston, MA
UNIT #: 12
LOCATION: POWER TAP-MBTA Unit #12
OWNERSHIP: ONEHZ
MAINTAIN : YES

12



Hydrogen FCEV vs. Alternative Fuels

	Hydrogen FCEV ^{2, 3, 4}	BEV (TESLA)	Gas/Diesel
Pollutant Emissions	No emissions	No emissions	Lots of pollutant emissions
Vehicles Lifecycle ¹	> 10 years	Need to replace battery after several years use	Around 10 years
Charging Time ²	5-10 minutes	1 hour plus	5-10 minutes
Fuel Costs ³	Inexpensive with fueling credits offered by vehicle manufacturers	Lower costs currently and no fueling incentives	Comparable to Hydrogen FCEV but no government incentives available
Infrastructure ⁴	<ul style="list-style-type: none"> - Limited, but the number of hydrogen stations is increasing. There are currently 40 stations in California - A few strategically located refueling stations (e.g., at the ports and along the freight corridors) can satisfy most of the fuel cell truck refueling needs 	<ul style="list-style-type: none"> Limited high-power stations (350Kw) for heavy duty vehicles 120Kw and under charging stations plentiful along West Coast 	Plentiful
Types of Operations	<ul style="list-style-type: none"> - Near dock operation - Local operation - Regional operation 	Battery weight and range become significant concerns for regional and longer operations	<ul style="list-style-type: none"> - Near dock operation - Local operation - Regional operation

¹ <https://bit.ly/3DG3Zdf>

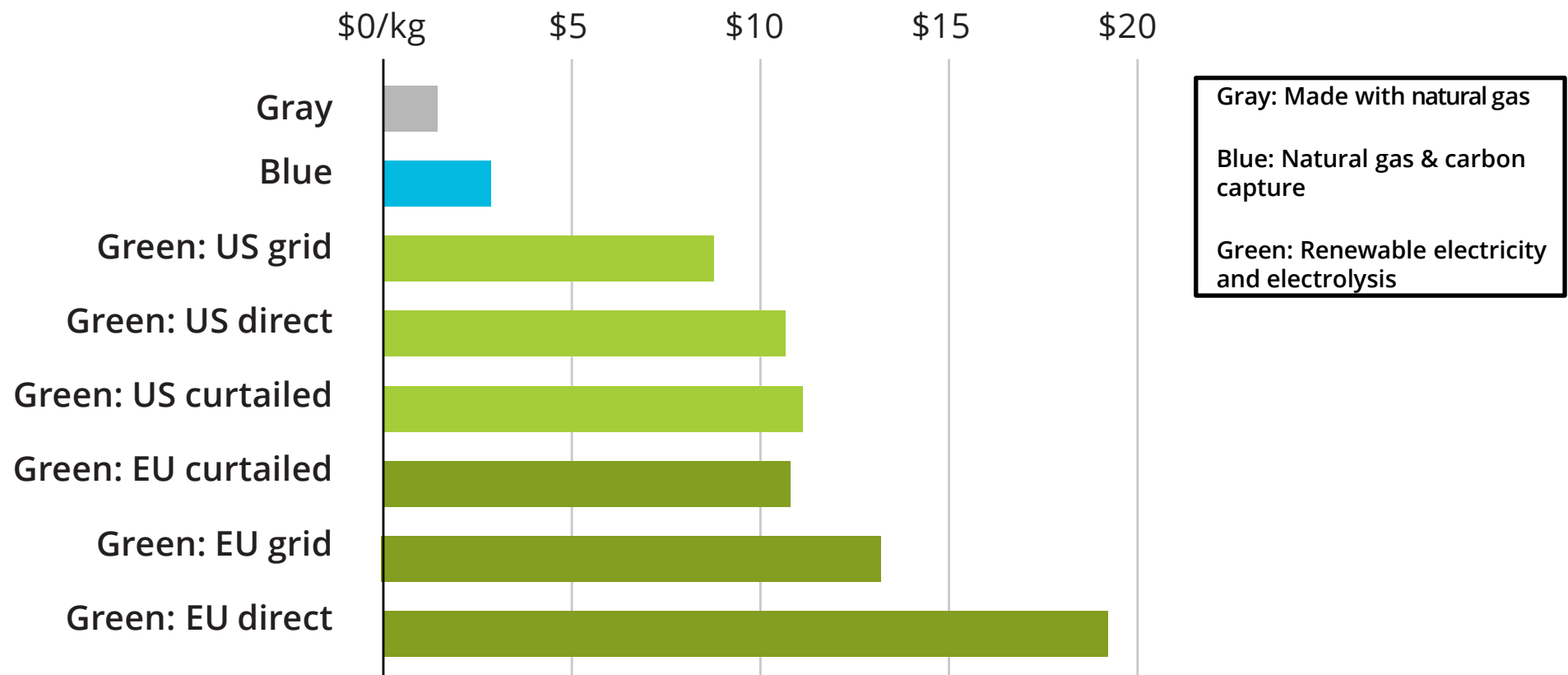
² <https://bit.ly/3h4yyzt>

³ <https://toyota.us/3mZt3pt>

⁴ <https://cafcp.org/stationmap>



Production Costs of Hydrogen (WSJ Oct 2020)



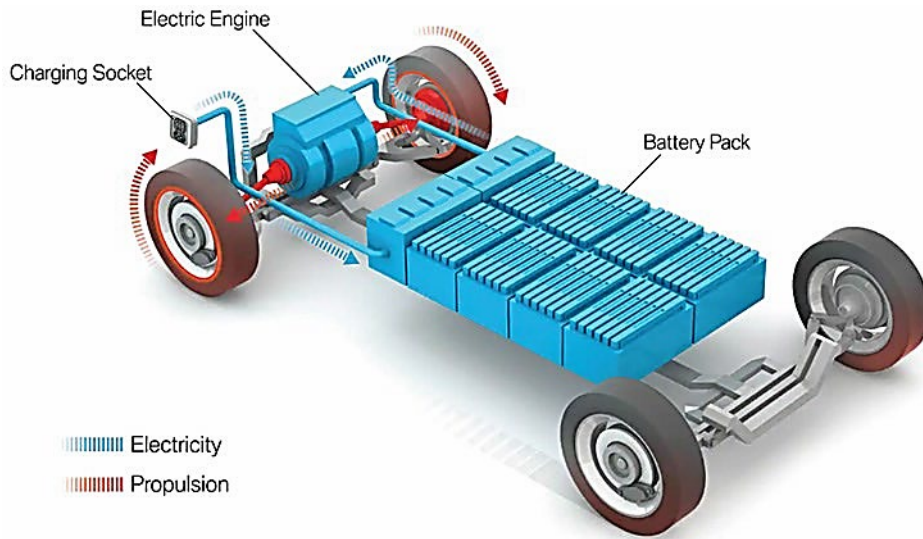
Source: International Council on Clean Transportation Liberum

POWERTAP BLUE HYDROGEN COST UNDER \$3.50/kg

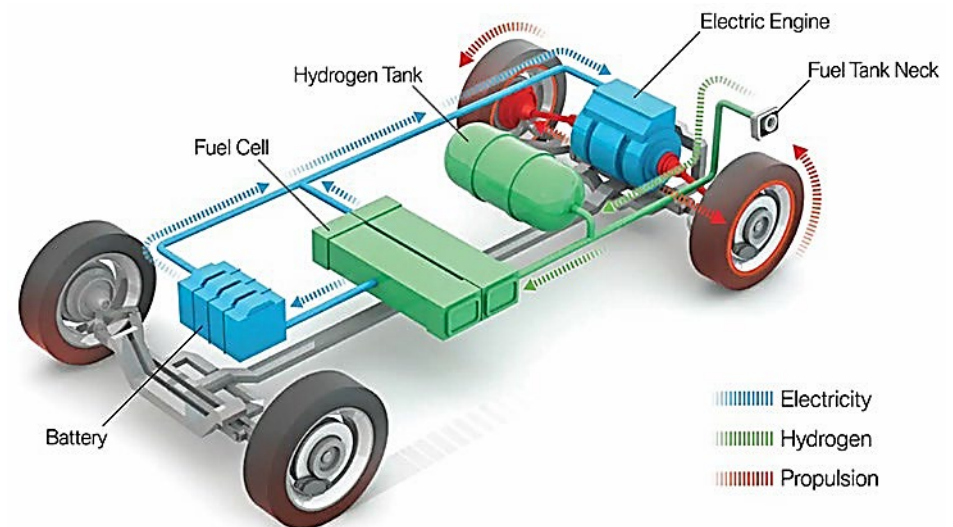


BEV vs. Hydrogen Fuel Cell

Battery Electric Vehicles



Hydrogen Fuel Cell



Activate Windows

How does an electric vehicle work?

As opposed to a combustion engine, an EV uses electricity from a battery rather than the combustion of fuel to power the engine. The capacity of the battery determines the EV's range (how far it can go on a single charge of the battery).

How does a fuel cell vehicle work?

Cars powered by hydrogen are also considered EVs because oxygen and hydrogen are converted to electric energy, which then powers the electric motor with a battery. They can also recapture the energy that is lost during braking and store it in a battery.



Consumer Car (Class C) Fuel Comparison

Fuel Type	Driving Range (Miles)	Fueling Time (Min)	Cost Per Mile**
Gasoline ¹	350	5	19.94
Hybrid Electric ²	615	45-60	8.12
Electric ³	350	45-60	3.42
Hydrogen (H ₂) ⁴	410	5	17.95

¹ Lexus ES 350 (<https://www.lexus.com/models/ES>)

² Toyota Prius Prime (<https://www.toyota.com/priusprime/>)

³ Tesla S Model (<https://www.tesla.com/model3/design#overview>)

⁴ Toyota Mirai 2021 (<https://www.toyota.com/mirai/>) - **\$15,000 free hydrogen (Five years)**