

# RBITTT Introduction

[Link to video on YouTube](#)



DECARBONIZING GLOBAL BITUMEN FOR LIFE



## Engineering the CO<sub>2</sub>-Free Future

We deliver CO<sub>2</sub>-free heavy bitumen transport –  
at less than 50% the cost of conventional methods –  
meeting the critical infrastructure needs of the entire  
world.



Backed by iPhilergos  
Global Fund



Serving Indigenous World  
and global infrastructure



Scalable, proven,  
and ready for deployment



# RBITT Surface Freight Exports

API<10 BITUMEN LIQUID [ØLT]

## 'DISRUPTIVE GLOBAL PARADIGM'

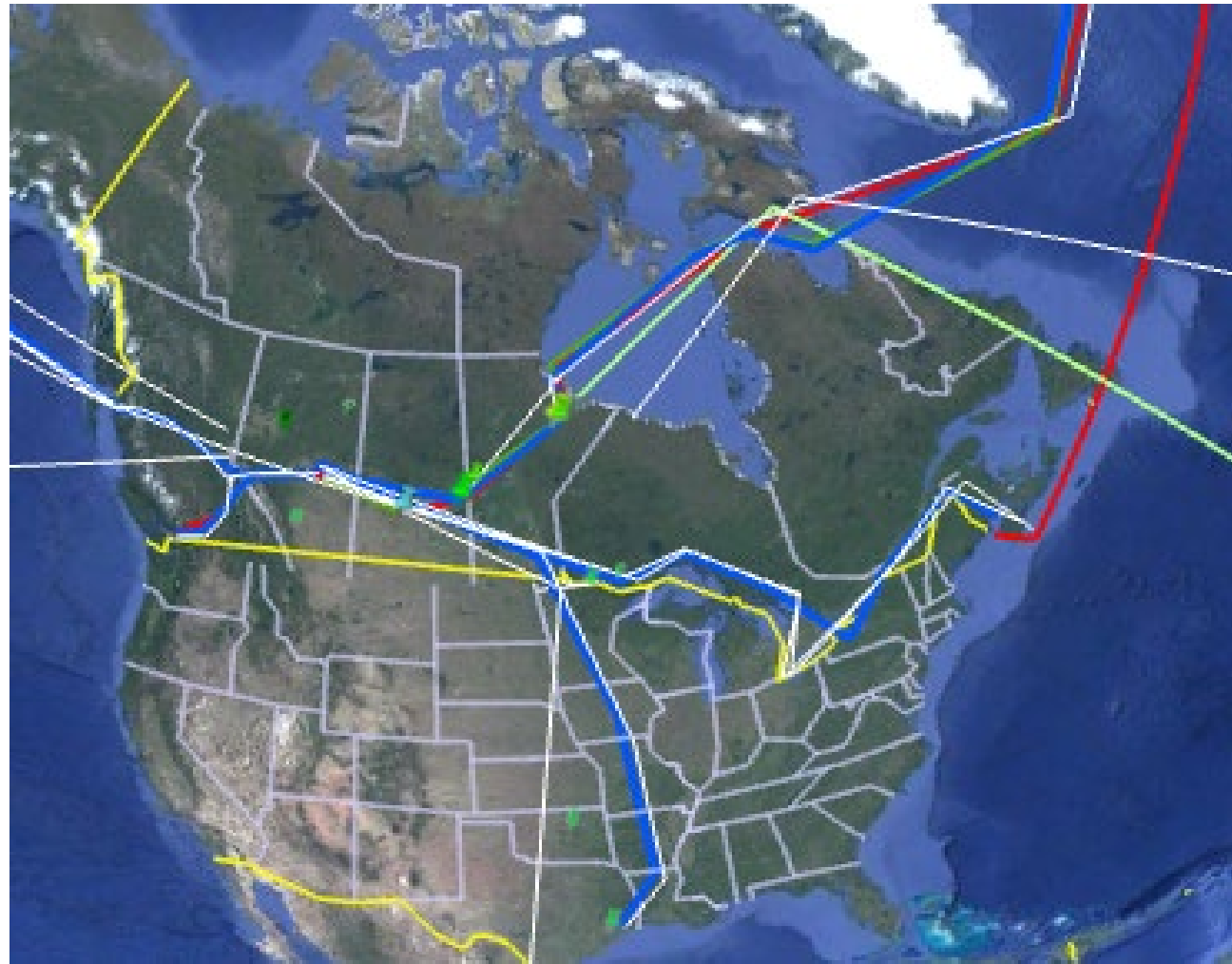
### Pacific Basin

**Vancouver** 1,000 km  
**Prince Rupert** 1,200 km  
**PVG [China]** 9,000 km

**Surface Freight** is  
[20x per \$ t-km] x  
**Marine Freight**

### Atlantic Basin

**Churchill** 1,000 km  
**Quebec City** 4,000 km  
**St. John** 4,600 km  
**USGC** 4,200 km  
**RTM [EU]** 5,900 km



20k t-km **existing** market

20k t-km **new** markets



# PROJECT GLOBAL ZØ (PGZØ) 'The Disruptive Paradigm'

API<10 BITUMEN LIQUID [ØLT]

'At a Glance'

## [A] - GLOBAL BITUMEN LANDSCAPE & SCOPE

### [DEMAND], BRIDGING PLANET GLOBE (BPG\*)

- Modern **global** transportation surface infrastructure cornerstone is a Bitumen (PMB\*) foundation and BPG defines the **Task**.
- Demand is universal, certain, growing in sync with population hub growth.
- BPG enables the ØLT\* movement of >30MM BPD\*, API<10\* Bitumen feedstock

### [MARKET], CUSTOMER

- Global customer (end-user) distances **exceed 20k km** (t-km\*) from source(s).

### [SOURCE], FEEDSTOCK

- AB Oil Sands (**AOS\***) is one of two (2) global sites having significant concentration of accessible highest yield & natural heavy bitumen.
- Natural bitumen feedstock genesis in situ is **solid** and,
- Refined bitumen (PMB) in situ (ie road) remains **solid** for Life.

### [COST], FACTORS DRIVING BITUMEN COSTS

- The single largest factor, '**Climate Control Cost**' (24x7), directly affecting the second largest, '**Transfer Cost**' (t-km).
- Most challenging, each cost factor(s) is greater than bitumen product cost

### [TASK], SINGLE FOCUS

- Reduce TIME\*, '**Bridging Planet Globe**' (WIT\*).
- Shortest Schedule, '**Execution Excellence**' (WIT).

## [B]- ØLT earns SOCIAL LICENSE

### ELIMINATE BITUMEN LIQUID TRANSFER

- Pre-Refinery Feedstock (diluent)
- Post-Refinery Product (PMB)

### MAXIMIZE PAYLOAD (RETURN)

- Individual Container (MAX)
- Surface: Bulk Unit Train (UT\*)
- Marine: Bulk Carrier (VLBC\*)

### MINIMIZE FOOTPRINT (SEF\*)

- Eliminate diluent liquid (WIT) for life
- Eliminate PMB liquid storage (WIT) for life
- Eliminate global waste poly (Wp\*) for life
- Minimize t-km (Costs)
- Minimize Critical Path (TIME)

### SATISFIES 'all STAKEHOLDERS...all the TIME'

- Maximize Indigenous equity & participation
- Eliminates >60% CO<sub>2</sub>e\* of global transportation sector annually
- **Achieved SEF = Ø**



# DEMAND Heavy Bitumen API<10 Journey

API<10 BITUMEN EQUIV [ØLT]

'At a Glance'

## **HIGHLIGHTS:**

- The global surface transportation requires 30MM BPD of Heavy Bitumen Feedstock (20% yield) to be refined to 6MM BPD of road asphalt/bitumen & waterproofing.
- Major global source (1 of 2), **Athabasca Bitumen, API<10** is a solid at source and remains a solid in final road/roof application for life.
- To reach global customers requires the Feedstock movement (transport) of:
  - **20,000~** km x 30MM BPD (ie 5.5 bbls/ton) = **109B** t-km/day
  - Surface Transport is **20x** more cost than Marine Transport
  - The shortest distance to tidal water(s) is cost critical determining factor
    - Pacific Basin: Vancouver BC Area
    - Atlantic Basin: Churchill MB Area
- **The current practice of temporarily adding diluent transforming Heavy Bitumen into liquid state for transfer only is cost prohibitive and combined with adding significant damaging environmental risks during the resultant liquids transfer journey.**
  - The magnitude of **nonessential liquids transport** (only) is [40% OB + 40% IB]: **87B** t-km/day, plus supply & disposal of liquid diluents is significant (ie >70% cost or ~\$1.04B/day).



# RBITTTT The Engineered Transition

API-10 BITUMEN EQUIP [ØLT]

'At a Glance'

## **HIGHLIGHTS:**

- Project Breakdown
  - Pre-Refinery RTF packaging facilities (at Athabasca extraction sites)
  - Post-Refinery RTM packaging facilities (at global individual refinery sites)
  - Clean Energy Existing Pump Storage Infrastructure (multiple sites BC, ON, PQ)
- Design Criteria
  - Maximize CO<sub>2</sub>Øe Operations & Journey
  - Target **SEF = Ø**
- Commercial Feasibility
  - Entire Transition is Cost Neutral
  - Government(s) **subsidy is not required**
  - Stage 1 ISD is <3yrs
- Indigenous Participation
  - Major Equity & Operations Partners in:
    - Optimized Export Surface Transport Corridors to Pacific & Atlantic Basin(s)
    - Optimized Export Terminals
    - Clean Energy Facilities
- Global IP Protection
  - USPTO & WIPO Pre-Refinery & Post-Refinery Journey Family of Patents Protection has been received & registered in over 100 jurisdictions





# PROJECT GLOBAL ZØ

## Benefits & Challenges

API<10 BITUMEN EQUIV [ØLT]

'At a Glance'

### **BENEFITS:**

- Elimination of liquid transport [ØLT] of Heavy Bitumen API<10 catapults Canada energy resource to highest value globally.
- The RBITTT journey elimination of massive amounts of CO<sub>2</sub>e will surpass Canada total CO<sub>2</sub>e targets
- The RBITTT proprietary methods of elimination of the global waste pile of plastic for life in road (without burning) will directly benefit all stakeholders globally.
- Optimized export surface Transport Corridors to closest Pacific & Atlantic Basin(s) will also be available to growing exports of grain, potash, minerals and other resources.
- Commercial Feasibility
  - **Entire Transition is Cost Neutral** & Negative.
  - Government(s) subsidies during implementation and operations **not required**.
  - In Service (ISD) Export Capacity of 300k BPD achieved <3yrs.
  - In Service (ISD) Export Capacity of 6MM BPD achieved <5yrs, fully scalable.
  - Improvements are on 'Brownfield Sites" and entire project Smallest Environment Footprint (**SEF=Ø**).

### **CHALLENGES:**

- Government expedite access & permits of export corridors infrastructure optimization, improvements and indigenous equity participation in new clean energy storage facilities.
- Government advance Indigenous equity participation and operations of optimized SPV ports and clean energy storage facilities.



'DISRUPTIVE GLOBAL PARADIGM'

Backed by decades of engineering, proven field performance, and a globally issued family of patents,

**The epicenter of the ECONOMICS OF COST** is the global elimination of diluent or heating when moving heavy bitumen.

At 30MM BPD feedstock, the metric of diluent transport elimination is:  
**~86B t-km/day.**

The wealth of Athabasca Heavy Bitumen increased by: **>\$1B/day**



**"That is one small step for Bitumen Transfer, and one giant leap in the Climate Change Race ('CCR')"**

This paradigm shift, slashing CO<sub>2</sub>e achieves the smallest environmental footprint (SEF) of Ø, maximizing carbon credit (CCR) accumulation — an unprecedented convergence of **P**lanet, **P**erformance, and **P**rofit.

**"We aren't just moving bitumen — we're moving the entire industry forward CO<sub>2</sub>Øe"**



## 'DISRUPTIVE GLOBAL PARADIGM'

### **Cross-Sector Benefits**

#### **Heavy Bitumen Producers & Refiners**

- Drastically reduced feedstock, transfer & inventory costs  
Expanded access to global markets experiencing exponential growth.

#### **Logistics & Ports:**

- Optimizes shortest existing rail to marine corridors  
Shared infrastructure with rare earths, potash, forestry, grain, etc.

#### **Construction & Asphalt Industries:**

- Reliable, consistent input supply  
Enhanced performance and extended service life.

#### **Governments & Regulators:**

- Buoyant, unsinkable, non-flammable, Ø cleanup-risk  
Circular economy contributor via permanent waste polymer disposal

#### **Investors & Infrastructure Funds:**

- High-return, ESG-aligned investment  
Participation in exponentially growing CCR accumulation.

#### **Global Licensing Opportunity**

- R Transition Module (RTM) facility, cost neutral, in-service date (ISD) of less than 15 months  
Target full global deployment by 2035, a capacity of 6MM (BPD) of CO<sub>2</sub>Øe PMB.



## **A Gigaton-Scale Emissions Reduction, Built for Today, Ready for Tomorrow**

Beyond Net-Zero. it's Pure Zero™

NET ZERO: means cleaning up the mess you made.

PURE ZERO™ means you never made the mess in the first place.

**"Before this decade is out, Athabasca Heavy will be  
catapulted to Heavy Bitumen Global Energy Superpower."“**

Thank you: Q&A

'At a Glance'

**ELIMINATE** $\text{CO}_2\text{e} > 900\text{MM t/yr}$ Waste Poly ( $\text{CO}_2\text{e}$ )\*  $> 119\text{MM t/yr}^*$ 

BLUE SKIES

**APPRECIATE**

Inventory



Carbon Credit

GREEN EARTH

- Eliminate **CO<sub>2</sub>e** at annual rate  $>$  than **60%** of total global transportation sector **CO<sub>2</sub>e**.
- Eliminate **CO<sub>2</sub>e** at annual rate  $>$  equivalent of all 286MM vehicles off USA roads.
- Heavy Bitumen (API<10) feedstock to all Global Markets, @ **CO<sub>2</sub>Øe & ØLT**

|               |                               |                       |                     |                    |                     |                    |                    |                |
|---------------|-------------------------------|-----------------------|---------------------|--------------------|---------------------|--------------------|--------------------|----------------|
| A             |                               |                       |                     |                    |                     |                    |                    |                |
| PRODUCER      |                               |                       |                     |                    |                     |                    | SHIPPER            |                |
|               | Source<br>FEEDSTOCK<br>API<10 | RTF<br>PGF<br>‡L.IP#1 | INVENTORY<br>ØLT \$ | TRANSFER<br>ØLT \$ | INVENTORY<br>ØLT \$ | EX-PORT<br>‡L.IP#2 | TRANSFER<br>ØLT \$ |                |
|               |                               |                       |                     |                    |                     |                    |                    |                |
| A1            |                               |                       |                     |                    |                     |                    |                    |                |
| IM-PORTER     |                               |                       |                     |                    |                     |                    | REFINER            |                |
|               | IM-PORT<br>‡L.IP#3            | TRANSFER<br>ØLT \$    | INVENTORY<br>ØLT \$ | TRANSFER<br>ØLT \$ | INVENTORY<br>ØLT \$ | (PGF)<br>‡L.IP#4   | REFINED<br>BITUMEN |                |
|               |                               |                       |                     |                    |                     |                    |                    |                |
| B             |                               |                       |                     |                    |                     |                    |                    |                |
| POST-REFINERY |                               |                       |                     |                    |                     |                    | DISTRIBUTOR        |                |
|               | REFINED<br>BITUMEN            | RTM<br>PGF<br>‡L.IP#5 | INVENTORY<br>ØLT \$ | TRANSFER<br>ØLT \$ | INVENTORY<br>ØLT \$ | (PGF)<br>‡L.IP#6   | PLACEMENT          |                |
|               |                               |                       |                     |                    |                     |                    |                    | ‡Aggs          |
|               |                               |                       |                     |                    |                     |                    |                    | ‡PMA           |
|               |                               |                       |                     |                    |                     |                    |                    | ‡MIX           |
|               |                               |                       |                     |                    |                     |                    |                    | InSitu<br>ROAD |

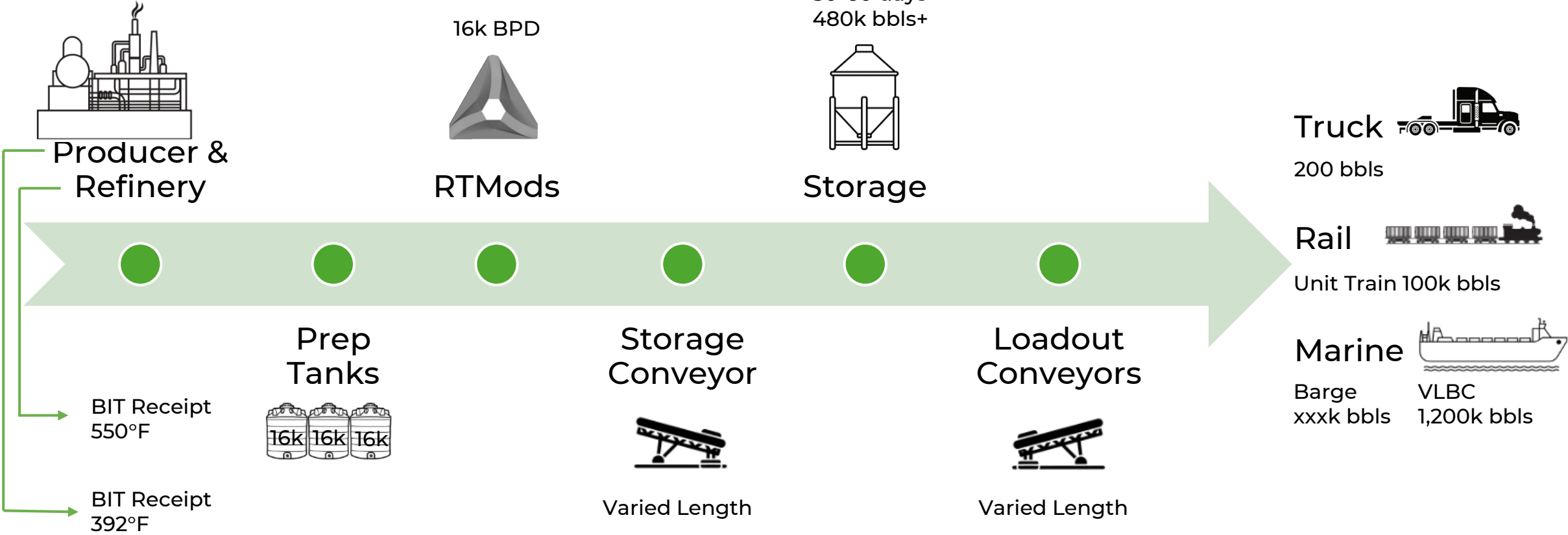


# THE RBITT TRANSITION RTMods Flow Chart

API<10 BITUMEN LIQUID [ØLT]

‘DISRUPTIVE GLOBAL PARADIGM’

BU#1 Post-Refinery Product  
BU#2 Pre-Refinery Feedstock





## 'DISRUPTIVE GLOBAL PARADIGM'

### Liquid Bitumen

#### **BOE**

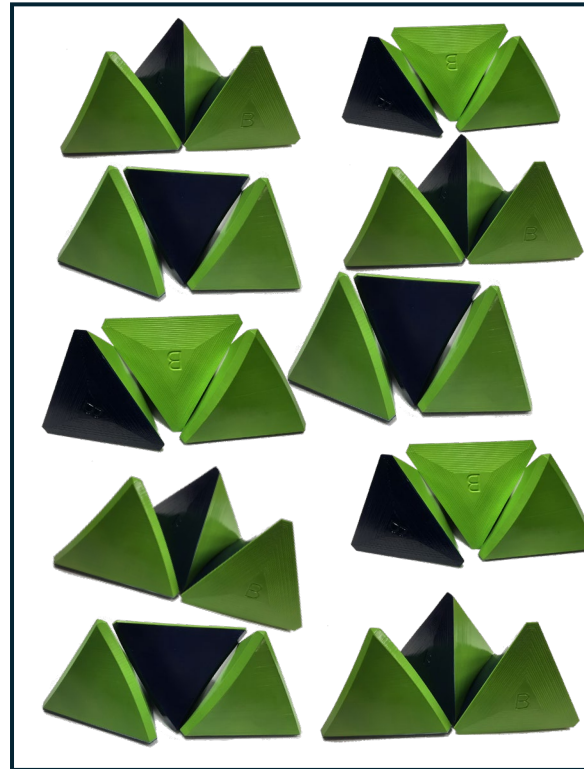
**1#** x 363 lb  
Wt. 363 lb  
Wt. 165 kg



### Solid Bitumen

#### **BOE**

**30#** x12 lb  
Wt. 363 lb  
Wt. 165 kg



### RBITT Clean Journey Differentiators

- **Unsinkable & Buoyant, Ø Flame, Ø Spill Risk**
- **Eliminate:**
  - **Effects on Marine Life & Ecosystem**
  - **Use & Need of Diluent Liquid**
  - **Continuous Heating**
  - **Multi-Billion CO<sub>2</sub>e Emissions**
- **Secure No Damage Cleanup**
- **Global Waste Poly eliminated in Better Road**
- **Payload Transfer Boosted by Over 30%**
- **Cost Benefits of Bitumen ØLT**

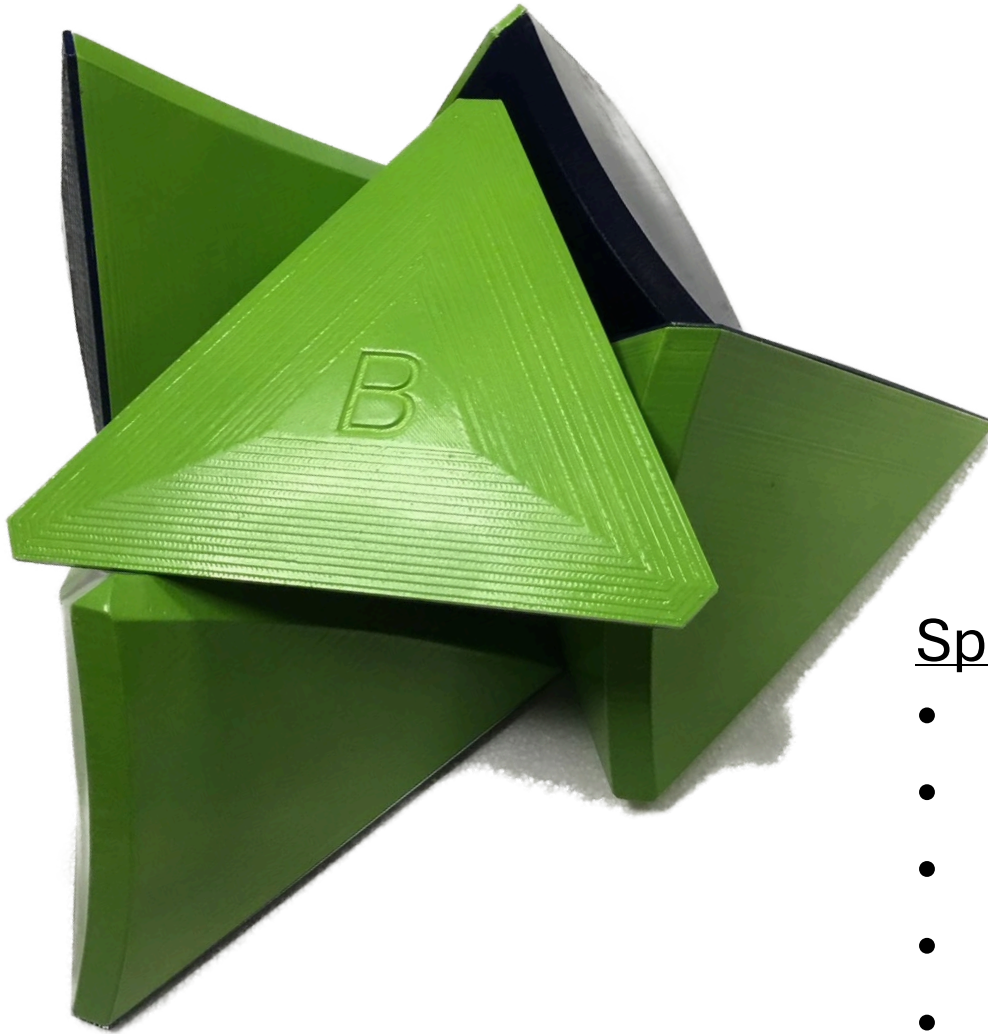




# RBITT Poly Grid Friction

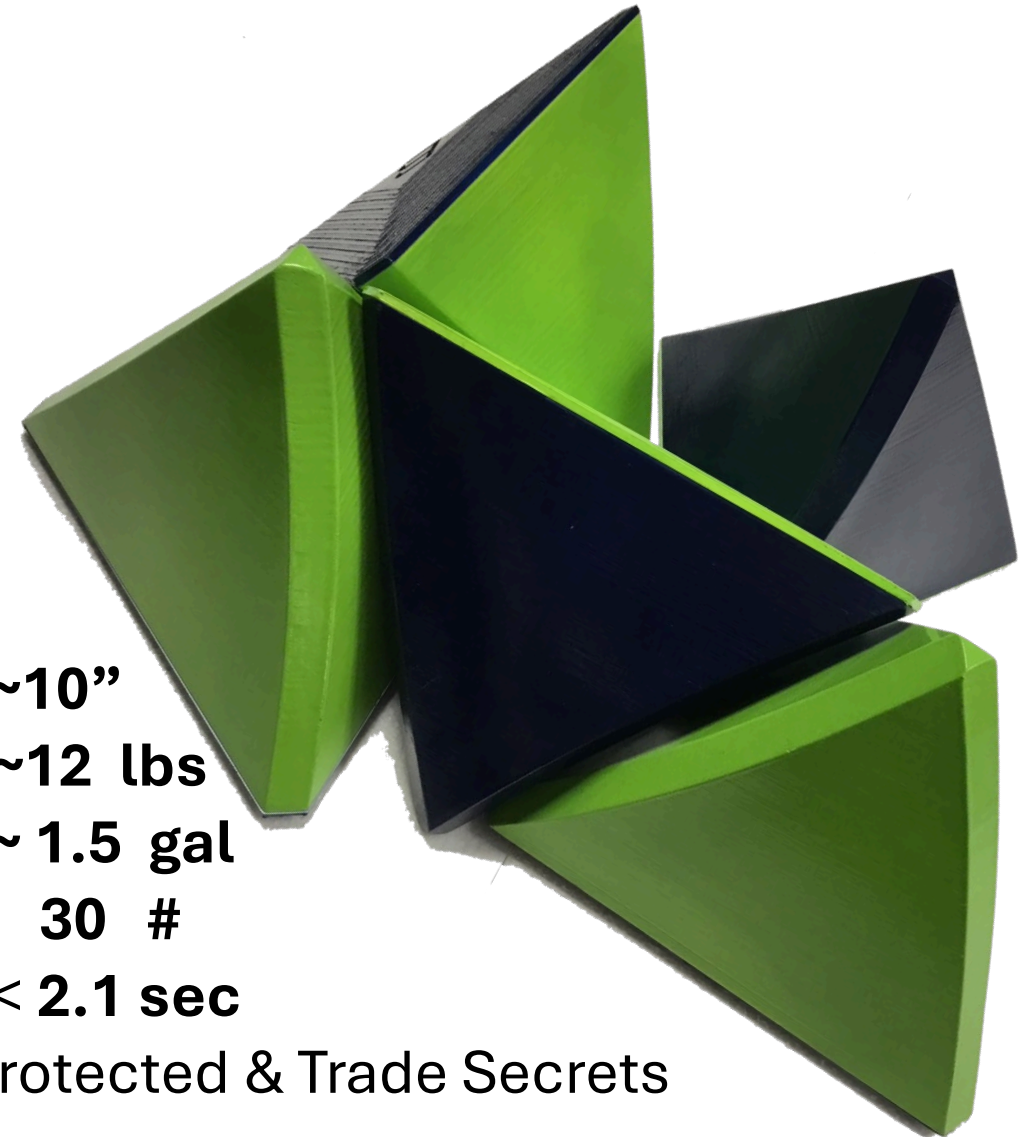
API<10 BITUMEN LIQUID [ØLT]

'DISRUPTIVE GLOBAL PARADIGM'



## Specifications:

- height = **~10"**
- wt. = **~12 lbs**
- vol. = **~ 1.5 gal**
- #/BOE = **30 #**
- cast/fill rate = **< 2.1 sec**



Buoyancy & Spec Details are Confidential, IP Protected & Trade Secrets



# TRANSFER EFFICIENCY

API<10 BITUMEN LIQUID [ØLT]

## 'DISRUPTIVE GLOBAL PARADIGM'

### Marine Transport

Payload (Rpahk) 1,200,000 bbl



100%

Payload (Dilbit) 840,000 bbl  
+ Diluent 360,000 bbl



70%

### Bulk vs. Container

Transporting goods in bulk is generally more efficient than using containers, resulting in the lowest possible transport expenses. As the container size diminishes, the costs associated with freight tend to rise. This unique model allows RBITTT™ to employ the largest and most efficient bulk carriers effectively.

### Surface Transport

Rail Car (Rpahk)  
Payload 700 bbl



100%

Rail Car (Neatbit)  
Payload 550 bbl



79%

Rail Car (Dilbit)  
Payload 450 bbl



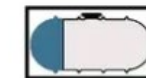
64%

Truck (liquid)  
Payload 250 bbl



36%

TEU Container (Liquid)  
Payload 162 bbl



23%

TEU Container (Solid)  
Payload 130 bbl



19%

### Payload Impact

Several factors can reduce payload when transporting liquid and semi-solid bitumen, leading to higher transportation costs. Key contributors to this reduction include:

- The volume of diluent that decreases payload capacity
- The weight of the container impacting payload
- Equipment for temperature control that lowers payload capacity



# GLOBAL FEEDSTOCKS Athabasca Extra Heavy API<10

Appendix – Technical

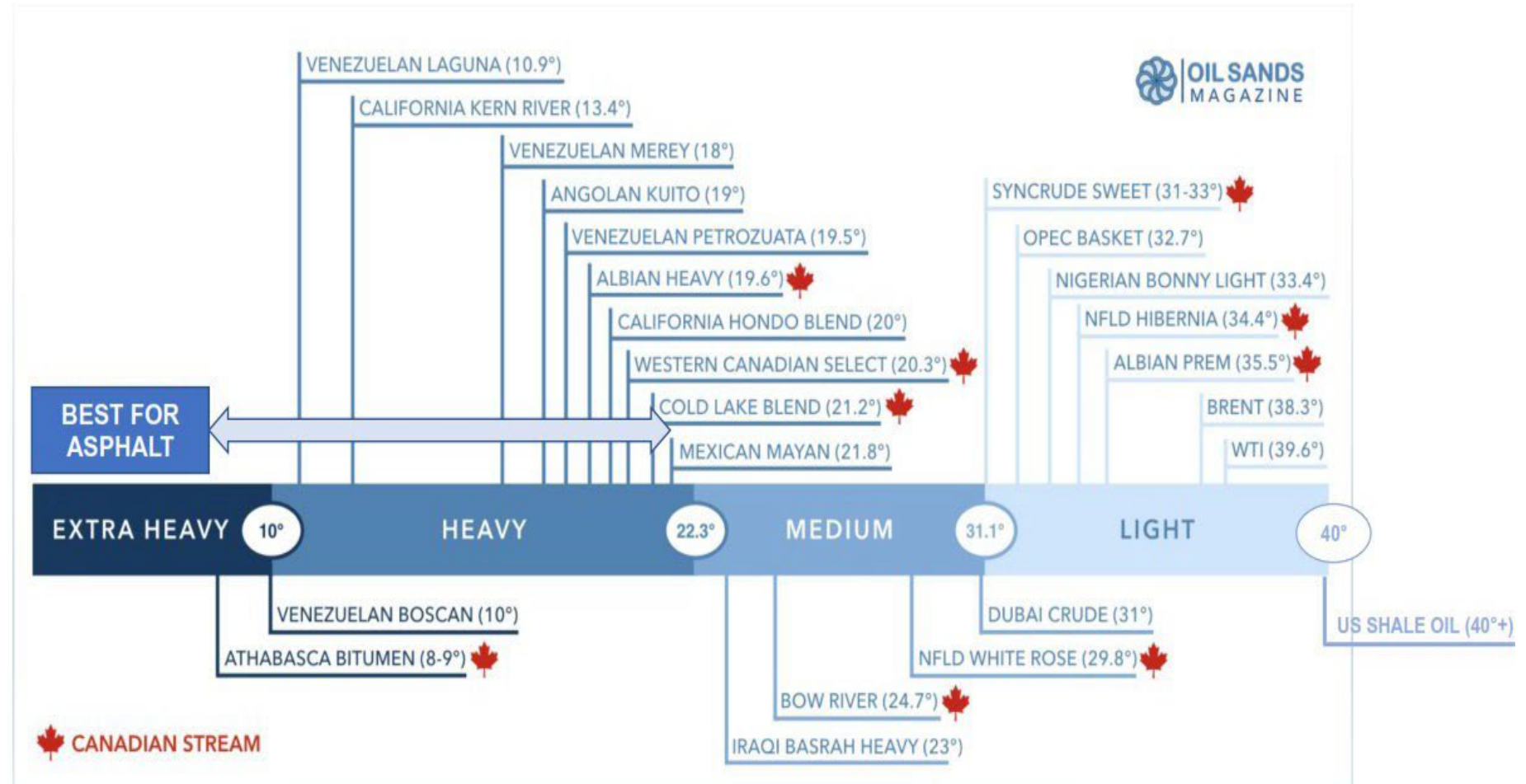
## ‘DISRUPTIVE GLOBAL PARADIGM’

Best  
Product



**Alberta bitumen  
makes quality  
asphalt binder**

- Consistent quality in the market
- Alberta has API<10 significant heavy bitumen feedstock
- Laboratory validated







# CO<sub>2</sub>e ELIMINATION

## Genesis of the Numbers

API<10 BITUMEN LIQUID [ØLT]

### 'DISRUPTIVE GLOBAL PARADIGM'

#### [A] - PRE-REFINERY, RTF [API<10] Feedstock

| Metric [2035]           | 375 ‡ #             | RTM   |
|-------------------------|---------------------|---|
| Capacity                | 80,000 BPD          | RTF-Feedstock [~20% Yield]                    |
| Capacity                | 14,545 TPD          | RTF-NBIT [~20% Yield]                         |
| Eliminate               | 28,000 bbls         | Diluent S&I /day                              |
| Eliminate               | 3,150 ‡ ton         | [CO <sub>2</sub> e]/bbl Diluent S&I /day CCr. |
| Eliminate               | 1,455 ton           | Waste Dispose (Wp)/day                        |
| Eliminate               | 4,364 ‡ ton         | [CO <sub>2</sub> e] /ton (Wp)/day CCr.        |
| Metric                  | 3.0 ton             | Wp-[CO <sub>2</sub> e] / ton (no-burn)        |
| Eliminate               | 3,054 ‡ ton         | [CO <sub>2</sub> e] [3x2]unit train-/day CCr. |
| Eliminate               | 1,495 ‡ ton         | [CO <sub>2</sub> e] [19X2] marine/day CCr.    |
| Eligible CCredits / Yr. | 1,652,180,846 ‡ ton | [CO <sub>2</sub> e] /ton x 365.25 x 375 RTMs  |
| ECCr./RTM/ Yr.          | 4,405,816 ‡ ton     | [CO <sub>2</sub> e]                           |
| ECCr. / bbl. / Yr.      | 0.15 ‡ ton          | [CO <sub>2</sub> e]                           |
| ECCr. / share/ Yr.      | 89 ‡ ton            | [CO <sub>2</sub> e]                           |

#### [B] - POST-REFINERY, RTM [PMB]

| Metric [2035]           | 375 ‡ #             | RTM-[Global @ 2035 #]                        |
|-------------------------|---------------------|--|
| Capacity                | 16,000 BPD          | RTM-[BPD]                                    |
| Capacity                | 2,909 TPD           | RTM-[TPD]                                    |
| Eliminate               | 152.5 MMBTU         | [htg]/ton PMA [25] day                       |
| Eliminate               | 8.9 ‡ ton           | [CO <sub>2</sub> e]/ton PMA [25]day CCr.     |
| Metric                  | 291 ton             | Waste Dispose (Wp)/day                       |
| Eliminate               | 873 ‡ ton           | [CO <sub>2</sub> e] /ton (Wp)/day CCr.       |
| Metric                  | 3.0 ton             | Wp-[CO <sub>2</sub> e] /ton (no-burn)        |
| Eligible CCredits / Yr. | 3,556,206,818 ‡ ton | [CO <sub>2</sub> e] /ton x 365.25 x 375 RTMs |
| ECCr./RTM/ Yr.          | 9,483,218 ‡ ton     | [CO <sub>2</sub> e]                          |
| ECCr. / bbl. / Yr.      | 1.62 ‡ ton          | [CO <sub>2</sub> e]                          |
| ECCr. / share/ Yr.      | 192 ‡ ton           | [CO <sub>2</sub> e]                          |



## CCR EARNINGS SENSITIVITY ANALYSIS

The earnings forecasts are based on time sensitive forecasts of Eligible Carbon Credits ('CCR')  
The currency of CCR is variable and mainly market driven.  
The quantity is calculated and inelastic.

### Calculated:

|                  |      | [Voluntary] |      | [Mandatory] |
|------------------|------|-------------|------|-------------|
| PERIOD           |      | LOW         | HIGH | HIGH        |
| Analysis Period: | 2030 | \$25        | \$35 | \$210       |
|                  | 2040 | \$35        | \$45 | \$240       |

### Forecast Used

RTM: CCR earned 9.5MM ton CO<sub>2</sub>e

RTF: CCR earned 4.4MM ton CO<sub>2</sub>e

Combined: 13.9MM ton CO<sub>2</sub>e

\$21



# USE OF START FUNDS

API<10 BITUMEN LIQUID [ØLT]

'DISRUPTIVE GLOBAL PARADIGM'

## RBITTT™ At A Glance

1,000

### USE & EARNINGS FLOW

| Funds                        | Use of Funds |                                   |      |
|------------------------------|--------------|-----------------------------------|------|
| <u>SYSTEMWIDE: EQUITY</u>    |              |                                   |      |
| \$15,000                     | \$5,000      | [1] - RTM#1 Mob. WA#1-5:          | 3.3% |
|                              | \$7,709      | [2] - EPCM Services: 365 days     | 3.1% |
|                              | \$876        | [3] - Controls: 365 days          |      |
|                              | \$876        | [4] - Procurement: 365 days       |      |
|                              | \$539        | [5] - Legal Docs. & Placement:    | 3.0% |
| \$15,000                     |              | RTM#2 implement costs for 1 year  | 6.0% |
| \$15,000                     |              | RTM#3 implement costs for 1 year  | 6.0% |
| \$15,000                     |              | RTM#4 implement costs for 1 year  | 6.0% |
| \$190,000                    |              | Export Terminal (BET) Land 2,880A |      |
|                              | \$250,000    | Start Funds                       |      |
| <u>RTM #1: LoA [License]</u> |              |                                   |      |
| \$15,000                     |              |                                   |      |
|                              | \$15,000     | License Setup Fee                 |      |
| <u>RTM #1: DEBT</u>          |              |                                   |      |
|                              | \$150,000    | CAPEX Direct Costs                |      |
|                              | \$59,191     | CAPEX Indirect Costs              |      |
|                              | \$40,809     | CAPEX Class 3 FEED +30% Risk      |      |
|                              | \$250,000    | CAPEX Debt Total                  |      |
| <u>RTM #1: EARNINGS</u>      |              |                                   |      |
|                              | \$292,000    | EARNINGS /Year                    |      |

## The Performance Summary

| <u>Value Monitor</u> |                      |                        |  |                                   |
|----------------------|----------------------|------------------------|--|-----------------------------------|
| Shares O/S           |                      |                        | 18,518,750 x\$1                          |                                   |
| Earnings/RTM/YR      |                      |                        | \$292,000,000 x\$1                       |                                   |
| Earnings/RTM/Q       |                      |                        | \$73,000,000 x\$1                        |                                   |
| RTM #                | RTM In Service [ISD] | [A] RTM Earnings [EPS] | [B] RTM Supplementary Eligible CCR [EPS] | [A+B] RTM Combined Earnings [EPS] |
| 1                    | Q8-26                | \$16                   | \$53                                     | \$68                              |
| 75                   | Q12-27               | \$1,183                | \$3,949                                  | \$5,132                           |
| 150                  | Q16-28               | \$2,365                | \$7,898                                  | \$10,264                          |
| 225                  | Q20-29               | \$3,548                | \$11,848                                 | \$15,395                          |
| 300                  | Q24-30               | \$4,730                | \$15,797                                 | \$20,527                          |
| 375                  | Q28-31               | \$5,913                | \$19,746                                 | \$25,659                          |



# INVESTMENT SUMMARY

API<10 BITUMEN LIQUID [ØLT]

## 'DISRUPTIVE GLOBAL PARADIGM'

### COMMERCIAL SOLUTION

#### Project Purpose:

DECARBONIZATION OF PRE & POST REFINERY BITUMEN FOR LIFE

#### Implementor:

Philergos Global Corporation ("PGC")  
a Delaware Corp

#### Qualifications:

- In excess of 30 years proven execution excellence in global award winning mega infrastructure projects delivery

#### Project Demand Reach:

- Global-Wide: CO<sub>2</sub>e Surface Transportation Infrastructure

#### Project Definition:

- Maximize Transportation Payload
- Minimize Inventory Storage Cost

#### Project Success Rate:

- Eliminate CO<sub>2</sub>e [for Life]: >900MM ton Global CO<sub>2</sub>e/yr
  - Equivalent rate [off USA roads] all 286MM+ vehicles/yr. (5.06t/veh./yr.)
- Eliminate [for Life]: >200MM ton Global Waste Plastic/yr
  - Equivalent rate of Global Waste Pile (Wp) Disposal at >200MM ton/year
- Eliminate [for Life]: Habit of Heavy Crude Dilbit Pipeline Transport
- Earn [for Life]: Increase Returns & Credits associated with eliminations
- Certainty [for Life]: Execution Risk Events Fully Funded in CAPEX
- Commercial [for Life]: Optimum End User Costs

#### Project Objective:

- Earliest Implementation [ISD] Optimum Costs & Maximum Returns

#### Project Implementation Status:

- Issued Global IP Patent(s) [USPTO]: Receipt: July 02nd 2024
- Source initial start capital: WIP
- Source Start Funds: Commence: Q2-25
- Source initial client(s) (RTM #1+): Commence: Q3-25

### INVESTMENT OPPORTUNITY

#### Project Purpose:

DECARBONIZATION OF PRE & POST REFINERY BITUMEN FOR LIFE

#### Implementor:

Philergos Global Corporation ("PGC")  
a Delaware Corp

#### Valuation:

##### Venture Capital Method:

[Year five (5) Income less invest money (\$)]

##### Total Equity Investment [PGC]

\$540.18

[Fully Diluted:]

##### Net Income:

2025  
2026  
2027  
2028

2029 · Yr.#5

· [+] Forecast Income [yr 1 to 5]

· [+] Forecast Income [yr 11]

##### Valuation:

· [ + ] Yr. #5 Income

· [ - ] Equity Invest

· Pre-Money [Income \$ - Equity \$]

##### Investment Required:

· Current Capital Required:

2,340,748 #

\$1,377.76

· [A] % Equity (VCM.calc.)

3,200,000 #

\$1,007.81

· [B] % Equity (actual)

37%

· ([B]-[A])/(1-[B]) Price Discount:

##### Forecast

18,518,750

\$10.0 B

##### EPS

\$0.0 B  
\$0.8 B  
\$7.8 B  
\$20.8 B

\$1,918

\$35.5 B

\$3,508

\$65.0 B

\$4,754

\$88.0 B

\$25.5 B

\$3.23 B

12.6%

17.3%





### **TRL\* Level 9**

The process of injection molding for plastic containers used for liquid oil and bitumen is a well-established and sophisticated method. Its widespread adoption in the oil and gas sector stems from its reliability, cost-effectiveness, and capacity to create high-quality, durable containers.

Due to its extensive application and proven success, it is designated as **TRL 9 (Technology Readiness Level 9)**, meaning the technology is fully functional and has been effectively utilized in real-world contexts. ref. CoPilot

### **CLASS 3 COST ESTIMATE COMPLETED**

According to the American Society of Civil Engineers (ASCE)\*, a Class 3 Cost Estimate is typically used during the Front-End Engineering Design (FEED\*) phase of a project. Key points include:

**1.Purpose:** Class 3 estimates are intended for securing **full project funding (FID) requests** and establishing the initial budget and schedule controls.

**2.Accuracy Range:** The expected accuracy for a Class 3 estimate is generally between -10% to +30%. ref. CoPilot

**3.Preparation Cost:** The cost to produce a Class 3 estimate usually ranges from 0.1% to 0.5% of the total project cost, with the current RBITT investment, including global patent protection efforts, being under **\$60MM** (~0.1% of CAPEX).

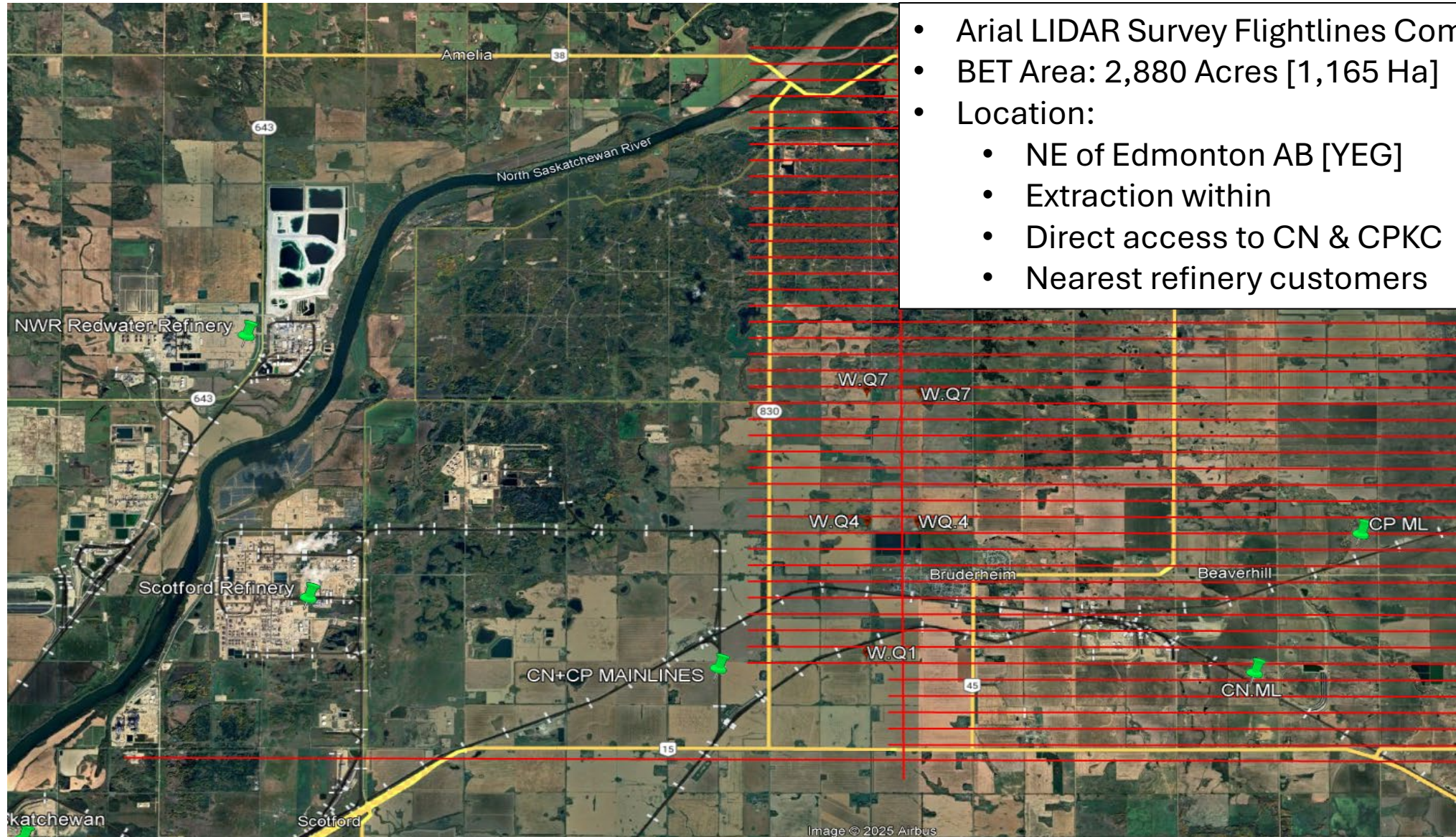
**4.Procurement Ready:** This indicates the initial steps towards the refinery RTM/F Franchise award.



# 'SHOVEL READY!' Bitumen Export Terminal (BET)

API<10 BITUMEN LIQUID [ØLT]

## 'DISRUPTIVE GLOBAL PARADIGM'



- Aerial LIDAR Survey Flightlines Completed (in RED)
- BET Area: 2,880 Acres [1,165 Ha]
- Location:
  - NE of Edmonton AB [YEG] 50km
  - Extraction within 450km
  - Direct access to CN & CPKC NA RAIL NET
  - Nearest refinery customers 9km





# COST BREAKDOWN STRUCTURE

- L.IP#1 - #6 Use of Funds

| CBS Position Code | Description                                     | Forecast (T/O) Quantity | Unit of Measure | Unit Cost       | Total Cost (Forecast) |
|-------------------|---|-------------------------|-----------------|-----------------|-----------------------|
| <b>3</b>          | <b>[RBITTT [BU1 RTM#1 16k BPD Ea. ] (20 Yr)</b> | 116,880,000.0           | bbls            | \$2.14          | \$250,000,000         |
| 3.1               | [RBITTT] [BU1 RTM#1 16k BPD Ea. ] (20 Yr)       | 21,250,909.0            | ton             | \$11.76         | \$250,000,000         |
| 3.1.1             | [RBITTT] [CAPEX Costs]                          | 15.0                    | Mo.             | \$16,666,666.67 | \$250,000,000         |
| 3.1.1.1           | [RBITTT] Direct Cost                            | 12.0                    | Mo.             | \$12,500,000.01 | \$150,000,000         |
| 3.1.1.1.1         | [BU1 [RBITTT]#1] - CAPEX                        | 12.0                    | Mo.             | \$12,500,000.01 | \$150,000,000         |
| 3.1.1.1.1.1       | [EPCM] Direct                                   | 12.0                    | Mo.             | \$8,288,184.17  | \$99,458,210          |
| 3.1.1.1.1.1.1     | WA#0- RTM Receipt Bitumen                       | 116,880,000.0           | bbls            | \$0.01          | \$846,047             |
| 3.1.1.1.1.1.2     | WA#1 - RTM Blending Tanks                       | 116,880,000.0           | bbls            | \$0.09          | \$11,028,049          |
| 3.1.1.1.1.1.3     | WA#2 - RTM IM Transition Facility               | 116,880,000.0           | bbls            | \$0.04          | \$4,175,584           |
| 3.1.1.1.1.1.4     | WA#2 - RTM IM Transition Line                   | 116,880,000.0           | bbls            | \$0.29          | \$33,969,536          |
| 3.1.1.1.1.1.5     | WA#3 - RTM Conveyors System                     | 116,880,000.0           | bbls            | \$0.10          | \$12,002,965          |
| 3.1.1.1.1.1.6     | WA#4 - RTM Storage & Loadout                    | 116,880,000.0           | bbls            | \$0.23          | \$26,389,042          |
| 3.1.1.1.1.1.7     | WA#5 - RTM Reliquify @ Contractor               | 116,880,000.0           | bbls            | \$0.09          | \$11,046,987          |
| 3.1.1.1.1.2       | [EPCM] Indirect                                 | 12.0                    | Mo.             | \$4,211,815.83  | \$50,541,790          |
| 3.1.1.1.1.2.1     | [RBITTT [EPCM] Contract                         | 12.0                    | Mo.             | \$511,600.00    | \$6,139,200           |
| 3.1.1.1.1.2.2     | [RBITTT]#1 License Fees                         | 1.0                     | #               | \$15,000,000.00 | \$15,000,000          |
| 3.1.1.1.1.2.3     | [RBITTT]#1 Contingency                          | 12.0                    | Mo.             | \$2,450,215.83  | \$29,402,590          |
| 3.1.1.2           | [RBITTT] Indirect Cost                          | 15.0                    | Mo.             | \$6,666,666.67  | \$100,000,000         |
| 3.1.1.2.1         | [RBITTT] Indirect Cost                          | 15.0                    | Mo.             | \$6,666,666.67  | \$100,000,000         |
| 3.1.1.2.1.1       | BoD   | 15.0                    | Mo.             | \$72,530.00     | \$1,087,950           |
| 3.1.1.2.1.2       | C-Suite   | 15.0                    | Mo.             | \$1,223,600.00  | \$18,354,000          |
| 3.1.1.2.1.3       | [RBITTT Execute Level Team [ELT]                | 15.0                    | Mo.             | \$2,242,760.00  | \$33,641,400          |
| 3.1.1.2.1.4       | [RBITTT] GR#1 - Region Staff                    | 12.0                    | Mo.             | \$509,000.00    | \$6,108,000           |
| 3.1.1.2.1.5       | FEED CL 3 Cost Estimate @ +30% Risk             | 1.0                     | LS              | \$40,808,650.00 | \$40,808,650          |
| 24                |   |                         |                 |                 | \$250,000,000         |



‘DISRUPTIVE GLOBAL PARADIGM’

Transition Overview

**Objective:** Transition the existing global heavy bitumen feedstock and refined product journey to Ø liquids, Ø heat & Øe using a turnkey, cost-neutral transition strategy.

**Business:** The complete Journey is delineated into individual licensed stages, L.IP#1 thru L.IP#6.

License Model & Participation

*Participation Level:*

- ▶ License L.IP#1-#6 Set Up: ea. \$15 MM USD
- ▶ Equity Participation

*Licensee Payment Schedule:*

- |               |                   |       |           |
|---------------|-------------------|-------|-----------|
| ▶ Multi-year: | Fixed Offtake:    | (LoA) | 20 Yr     |
| ▶ Monthly:    | PolyGridFriction: | (PGF) | flow-thru |
| ▶ Monthly:    | PolyGridSupply:   | (PGS) | flow-thru |

**Licensee Financial Guarantees:** Standard secured assurances or guarantees by acceptable global financial institutions.

|  |           |
|--|-----------|
| <i>Memorandum of Understanding (MoU)</i> | To Follow |
| <i>Definitive Agreement (LoA)</i>        | To Follow |



## 'DISRUPTIVE GLOBAL PARADIGM'

### Key Features

#### *Turnkey Solution:*

- ▶ 'All-In' turnkey transition solution from producer or refinery hot-pipe transfer (HPAT) to the reliquefied asphalt bitumen aggregate mixing stage.
- ▶ All transition assets inside the gate owned by producer or refiner.
- ▶ All offsite transport, storage and reliquification assets owned or operated by mid-stream distributors or contractor(s).

#### *Cost-Neutral Transaction:*

- ▶ Financial model designed to ensure no additional cost burden on the licensee.
- ▶ Elimination of extensive continuous heating requirements offsets transition costs.
- ▶ Elimination of carbon pricing (tax) system exposure for export market and offsets transition costs.
- ▶ Integration of advanced technologies to ensure seamless transition and operation.



## 'DISRUPTIVE GLOBAL PARADIGM'

### Key Features Cont.

#### ***CO<sub>2</sub>Øe Emission-Free Bitumen/Asphalt Transport & Storage:***

- ▶ Elimination of the extensive heating currently required for storage and transport of bitumen @ 150°C.
- ▶ Adoption of renewable energy sources and energy-efficient processes.
- ▶ RBITT Pure-Zero is Refinery Net-Negative
- ▶ Leading refinery industry global climate change initiative

#### ***CO<sub>2</sub>Øe Diluent-Free Heavy Bitumen Feedstock Transport & Storage:***

- ▶ Advanced transport and storage solutions eliminating the need for diluents.
- ▶ Elimination of the need for adding diluents [>30% by volume] to transport heavy bitumen.
- ▶ Enhanced safety (non-flammable & float) and fully environmental compliant.
- ▶ RBITT diluent-free payload is >30% more efficient transport.
- ▶ Adoption of renewable energy sources and energy-efficient processes.

#### ***CO<sub>2</sub>Øe Emission-Free Global Transport Logistics:***

- ▶ Adoption of renewable energy sources and energy-efficient processes.
- ▶ Advanced transport and storage solutions eliminating the need for diluents.
- ▶ Robust coordination network ensuring efficient and reliable global transport.
- ▶ Real-time tracking and monitoring systems for optimal planning management.



## 'DISRUPTIVE GLOBAL PARADIGM'

### Scope of Transition (Work)

**Assessment:** Within ninety (90 days) from MoU funding, initial evaluation of each RTMods refinery existing setup for RTM integration.

**Design:** Custom design of the CO<sub>2</sub>Øe emissions-free RTM system tailored to the refinery's needs and RTMs full capacities.

**Assets Implementation:** Full EPC installation, contracts, and integration of the new systems:

- ▶ Post-Refinery PMB Transition, Storage & Loadout
- ▶ Road Bulk Transport
- ▶ Rail Bulk Transport
- ▶ Marine Bulk Transport
- ▶ Marine Port, Bulk Storage & Transfer Facilities
- ▶ Reliquification Facilities
- ▶ Marine Port Storage & Transfer Docks

**Fabrication:** Maximize offsite manufacturing, testing, modularization, and assembly.

**Assembly:** Minimize on site construction and assembly.

**Testing:** Comprehensive testing and commissioning to ensure system functionality.

**Training:** Extensive training and support for staff on new system operations and maintenance.





## 'DISRUPTIVE GLOBAL PARADIGM'

### Deliverables

*Detailed Project Plan:*

Within ten (10 days) from funded LoA, including timelines, milestones, and key deliverables.

*System Design Documents:*

Drawings and technical specifications.

*Installation Reports:*

Documentation of the installation process.

*Testing Reports:*

Results from system testing phases.

*Training Materials:*

Instruction videos, manuals, and training session records.

*Commissioning (ISO)*

*In Service Date (ISD):*

365 days from full construction access to site or funded LoA, whichever is the later.

### Milestones and Timeline

*Project Kickoff:*

Initial project start date. TBD

*Design Phase Completion:*

Expected date for design completion. TBD

*Installation Phase Completion:*

Expected date for installation completion. TBD

*Start-up Phase Completion:*

Expected date for commission completion. TBD

*Project Completion:*

365 days from full construction access to site or funded LoA, whichever is the later.



## 'DISRUPTIVE GLOBAL PARADIGM'

### Warranty and Maintenance

#### *Lifetime Warranty:*

- ▶ Comprehensive lifetime warranty on all operating systems.
- ▶ Inclusive of all advance and regular technology upgrades and maintenance.

***Support Services:*** 24/7 Dedicated support team available around the clock for any operational, support and troubleshooting needs.

***Maintenance Schedule:*** Regular maintenance and inspection schedules.

### Risks Elimination

***Risk Analysis:*** Continuous potential risk analysis, identification, and elimination.

***Risk Elimination Strategies:*** Mandate to eliminate all risks, when identified.

### Approval and Signatures

***Franchisee Approval:***

***RBITTT Approval:***



‘DISRUPTIVE GLOBAL PARADIGM’

| 1 RTM Transition Module   | Capacity / Output          | Footprint                           | Proximity    |
|---|----------------------------|-------------------------------------|--------------|
| <b>Overall</b> <ul style="list-style-type: none"><li>▲ Complete stand-alone facility</li><li>▲ Licensed IP Protected Technology (“IPP”)</li></ul>     | 16,000 BPD                 |                                     | <5km         |
| <b>RTM</b> <ul style="list-style-type: none"><li>▲ Receipt Tank</li><li>▲ Blending Facility (IPP)</li><li>▲ Packaging Facility (IPP)</li></ul>        | TBD*<br>TBD*<br>16,000 BPD | TBD*<br>TBD*<br>2,000m <sup>2</sup> |              |
| <b>Transport to Storage</b> <ul style="list-style-type: none"><li>▲ High-Capacity Conveying System</li></ul>  | TBD*                       | TBD*                                |              |
| <b>Storage</b> <ul style="list-style-type: none"><li>▲ Double-hulled in-ground storage (IPP)</li><li>▲ Double hulled floating storage (IPP)</li></ul> | TBD*<br>TBD*               | TBD*<br>TBD*                        | TBD*<br>TBD* |
| <b>Loadout</b> <ul style="list-style-type: none"><li>▲ High-Capacity Conveying System</li><li>▲ TBD* - (refinery site specific)</li></ul>             | Unit Train Capacity        | TBD*                                | <5km         |



# LICENSING Commercial Matters

API<10 BITUMEN LIQUID [ØLT]

‘DISRUPTIVE GLOBAL PARADIGM’

| 1 RTM Transition Module | Activity Duration<br>(Days) | Activity Finish<br>Date | Revenue Start<br>Date |
|-------------------------|-----------------------------|-------------------------|-----------------------|
| Design & Engineering    | 90                          | 90                      |                       |
| Procurement             | 60                          | 120                     |                       |
| Fabrication             | 180                         | 270                     |                       |
| Installation            | 60                          | 330                     |                       |
| Commissioning           | 30                          | 360                     |                       |
| Revenue Start           |                             |                         | 365                   |

**'DISRUPTIVE GLOBAL PARADIGM'**

Deal Certainty:

- [ØLT] paradigm savings surpass the total cost of transfer.
- [Ø\*] production risk and PMB [Ø] inventory costs.
- CO<sub>2</sub>Øe transfer, along with delivery and transfer.
- Global IP protection through an issued family of patents.

Reasons to Invest [now]:

- Global IP exclusive bitumen transfer: Ø Market Risk.
- Strong, predictable returns: Ø Price Risk.
- Early adopter discount & Ø Completion Risk.
- CAPEX Contingency is fully pre-funded
- Facilitates the initiation of RTMods #1 global franchise.

Use of Funds:

- CAPEX 'direct costs to achieve ISO Certification & begin the fabrication of the first (1) RTMods components.





# RISK ELIMINATION

| Risk Category | Risk Identification | Risk Elimination  |
|---------------|---------------------|---|
| Delivery      | Delivery Certainty  | Redundancy engineered into all critical path operational steps of delivery process: 5 stand-alone production lines in each plant<br>Doubled wall storage structures<br>Full-time access to multiple main-line railroads<br>Exclusive full-time access to unloading, storage and dockage at multiple tidal ports |
| Geopolitical  | Regulatory Delays   | Pure Zero compliance exceeds all geopolitical barriers  |
| Customers     | Quality Certain     | Independent laboratory test approvals for RBITTT QC   |
| Product       | Demand Certain      | Bitumen/Asphalt is a basic building block of surface transportation<br>Forecasted growth of >4% CAGR  |
| Technology    | Warranty Issues     | Min. 50 year design life<br>Proven engineering<br>Proven work methods<br>High quality feedstock   |



# RISK ELIMINATION

| Risk Category         | Risk Identification   | Risk Elimination  |
|-----------------------|-----------------------|---|
| Investment Protection | Intellectual Property | <p>RBITTT™ transition has global patents secured for all steps of RBITTT™ journey (packaging, storage, transportation, reliquification).</p> <p>USPTO Patent Numbers: US 2022/0251388 A1, US2022/0251453 A1, US2022/0250832 A1, US 2022/0251454 A1</p> <p>WIPO PCT Global Patent Numbers: WO 2022/168058 A, WO 2022/168059 A1, WO 2022/168056 A1, WO 2022/168060 A1</p> |
| Market                | Cost Competitive-ness | <p>Lowest Global Delivered Cost</p> <p>CO2 emission-free delivery</p> <p>Cost-effective transition of API&lt;10 bitumen</p> <p>No existing competitors and patents ensure barrier to entry</p>  |
| Completion Risk       | Schedule Certainty    | <p>On-time contract execution incentives and penalties</p> <p>Our discipline on quality certainty eliminates all mistakes well before they could affect execution.</p>  |



## 'DISRUPTIVE GLOBAL PARADIGM'



US011912942B2

(12) **United States Patent**  
**Giannelia**(10) Patent No.: **US 11,912,942 B2**  
(45) Date of Patent: **Feb. 27, 2024**(54) **METHODS OF TRANSPORTING SOLID FORMATIONS OF NON-VOLATILE BITUMINOUS MATERIALS AND REDUCING CARBON DIOXIDE EMISSIONS**(71) Applicant: **PHILERGOS GROUP FOUNDATION**, Cochrane (CA)(72) Inventor: **Paul Giannelia**, Cochrane (CA)(73) Assignee: **PHILERGOS GROUP FOUNDATION**, Cochrane (CA)

(\*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 188 days.

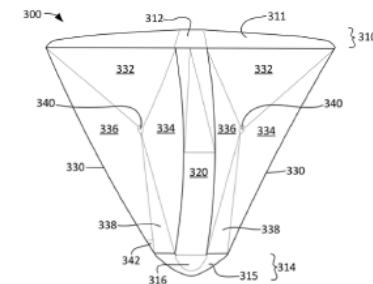
(21) Appl. No.: 17/665,532

(22) Filed: Feb. 5, 2022

(65) **Prior Publication Data**  
US 2022/0250832 A1 Aug. 11, 2022(60) **Related U.S. Application Data**  
Provisional application No. 63/146,812, filed on Feb. 8, 2021.(51) **Int. Cl.**  
**C10C 3/14** (2006.01)  
**C10L 5/14** (2006.01)  
(Continued)(52) **U.S. Cl.**  
**CPC** ..... **C10C 3/14** (2013.01); **B65D 88/74** (2013.01); **C08L 95/00** (2013.01); **C10C 3/002** (2013.01);  
(Continued)(58) **Field of Classification Search**  
CPC .. C08L 95/00; C08L 2201/08; C08L 2555/32; C08L 2201/56; C10C 3/14;  
(Continued)(56) **References Cited**  
**U.S. PATENT DOCUMENTS**8,114,494 B2 2/2012 Marchal  
10,125,321 B2 11/2018 Auld et al.  
(Continued)**FOREIGN PATENT DOCUMENTS**CA 2958443 A1 4/2017  
CA 3008103 A1 1/2019  
(Continued)**OTHER PUBLICATIONS**Bitcrude CA, Bitcrude Energy's Success of Commercial-Scale, Diluent-Free, Non-Toxic Heavy Oil Shipping Process Revolutionizes Access to Offshore Markets, Press Release, Jan. 11, 2021, published online at <https://www.bitcrude.ca/BitCrude-Media-Release-January-2021-Final-For-Distribution-11.pdf>  
(Continued)**Primary Examiner** — Carib A. Oquendo  
(74) **Attorney, Agent, or Firm** — Whitley Legal Group, PC; AnnMarie W. Whitley(57) **ABSTRACT**

A method of transporting non-volatile bituminous materials from a first location to a second location involves carrying a plurality of irregular bricks formed by the bituminous material in transport chambers carried by vehicles. Bricks are defined by a plurality of non-planar surface, which create gaps between adjacent bricks, and can further include polymer skeletons and other features that help them float. The bricks can travel by land, sea, air, or rail and need not be heated while in transit. Transport chambers have active or preferably passive environmental control systems to circulate cooling air, water, or other substances through the transport chamber and the gaps between adjacent bricks. In a preferred embodiment, ambient air circulates among the bricks during travel by land and ambient water circulates among the bricks during marine travel. The vehicles carrying the transport chambers can be low-emissions or zero-

(Continued)



## Steven Lumbala



### Skills

- ▲ International Transactions
- ▲ JV / Shareholder Agreements
- ▲ Government Transactions
- ▲ Corporation Agreements

### Competencies

- ▲ Attention to Detail
- ▲ Due Diligence
- ▲ Management
- ▲ Relationship Building
- ▲ Organization

### Languages

- ▲ English
- ▲ French
- ▲ Spanish

### Profile

A multilingual, international, legal counsel, Steven provides well rounded knowledge to this project team.

Steven has experience working for and with the oil & gas industry along with solid exposure to government while working through a large variety of legal transactions. Specifically working with joint ventures, corporation agreements and financing agreements. As a member of a professional athletic team, there is a strong sense of relationship and team building.

### Key Experience

- ▲ **Senior Manager** – Group Legal, DP World FZE – Dubai, UAE – Responsible for the oversight of various types of international transactions and deals. Oversaw the completion of the Condition Precedent process on various projects, each valued over US\$100M.
- ▲ **Associate - Mergers & Acquisitions (Technology Group)** – Fasken Martineau DuMoulin LLP – Managed closing process for CAD\$450MM sale of a Vancouver based wealth management fund to a large American private equity company. Undertook drafting of ancillary documents and managed closing process of CAD\$30MM financing of Vancouver based health technology company
- ▲ **Articling Student** – Borden Ladner Gervais LLP – Drafted closing documents for \$300MM settlement transaction and closing between parties that included various oil and gas assets. Managed seven closing(s) books in the \$300M settlement transaction and acted as one of the main points of contacts for the Senior Associate, Vendors (domestic and foreign) and opposing counsel to ensure documents in closing folders were complete and accurate.
- ▲ **Summer Law Student 1L** – Borden Ladner Gervais LLP – Undertook due diligence and review of the Government of Canada's \$4.5Bn purchase of Kinder Morgan's Trans Mountain Pipeline Expansion project.
- ▲ **Summer Law Student 2L** – Pembina Pipeline Corporation – Conducted legal research and drafted memoranda for senior team members on the standard required for large energy infrastructure projects in the United States pursuant to the Department of Energy's standards.
- ▲ **Commercial Analyst (NGL Extraction Group)** – Inter Pipeline Ltd.. –
- ▲ **Professional Athlete – Running Back** – Canadian Football League – Drafted 1st round, 5th pick overall in the 2013 Canadian College Football Draft by the Montreal Alouettes

### Education

Juris Doctor – **Université de Moncton** – April 2020  
Exchange program – Faculté de droit et de sciences  
politiques de Montpellier (France)  
Bachelor of Commerce– **University of Calgary** – April 2013  
Major in Petroleum Land Management

### Profession Affiliations

Law Society of British Columbia – Bar Call Date: September 2021  
Law Society of Alberta – Bar Call Date: July 2021  
Young Professionals in Energy - Calgary Chapter  
Canadian Association of Black Lawyers – Alberta Chapter  
Francophone Representative  
Fellow at the Black Wealth Club  
Association des juristes d'expression francophone de l'Alberta (AJÉFA)  
Dinos Football 5<sup>th</sup> Quarter Alumni Association

**Lewis Cardinal – INDIGENOUS ADVISOR & iPGFund Steward**

- ▲ Lewis Cardinal is a communicator, educator, and story holder. Lewis has dedicated his life's work to creating and maintaining connections and relationships that cross-cultural divides. His long track record of public service currently includes; Co-Chair of Initiatives of Change-Canada, Chair of the Global Indigenous Dialogue of Initiatives of Change, and Trustee and Chair of the Indigenous Taskforce for the Council for a Parliament of World Religions.
- ▲ <https://www.linkedin.com/in/lewis-cardinal-531243121/>

## Paul Giannelia



### Skills

- ▲ Project Delivery
- ▲ Execution Excellence
- ▲ Strategic Planning
- ▲ Budget and Schedule
- ▲ Risk Management
- ▲ Strategic Planning

### Competencies

- ▲ Execution Excellence
- ▲ Decision Making
- ▲ Project Delivery
- ▲ Problem Solving
- ▲ Critical Thinking

### Languages

- ▲ English

### Profile

A leader of innovation and project delivery in infrastructure for over 30 years. His practical experience includes most aspects of infrastructure implementation in roles ranging from laborer and project director/leader to company founder and president.

Paul's full working knowledge and proven experience in the complete development and implementation of infrastructure projects was gained in a global environment and often on complex mega projects. The experiences gained in infrastructure project development and delivery were realized over a geographic reach from coast to coast across Canada, along the eastern seaboard, south to Georgia, the Pacific northwest and Pacific of the USA, Mexico, Argentina, Brazil, the Caribbean and briefly eastern Europe. Largest project in excess of \$25B.

### Key Experience

- ▲ **Executive Advisor to CEO**, Honolulu Authority for Rail Transport ('HART') - Engaged to establish earliest completion execution plan, of (\$9B+) long extended new elevated transit project. Developed a 2023 solution and HART selected an extended 2028+ completion strategy.
- ▲ **Technical Advisor to Owner**, City of Calgary - Engaged to establish project execution plan ("Managing Director") of (\$5B+) new transit line expansion, including significant underground alignments. Determined underfunding of CAPEX and Owner is now addressing affordability.
- ▲ **Executive Advisor**, Trans Canada Corp. - Engaged to advise and provide recommendations of changes required by Major Projects' structure, leadership, processes, systems and culture. Also, to advise and assist COO with implementing a performance culture into Major Projects Group. Specific assignments included establishing the execution plan in detail for three (3) pending LNG (\$10B+) mega gas pipelines in western Canada and chair of owner's committee on nuclear plant multibillion refurbishment.
- ▲ **Execution Director**, Northern Gateway Project, Enbridge Inc. – Led the technical execution of the FEED, construction delivery strategy, engineering, project management and construction planning for the Northern Gateway pipeline project in Western Canada (focused on offshore works, terminal facilities, tunnels and general mountain construction). This multi-year, multi-billion-dollar (\$20B+) mega project plans to deliver land-based Alberta oil to the Pacific coast crossing the Rocky and Coastal mountain ranges for export to Asian markets. In addition, was responsible for the execution planning for two (2) of the pending LNG mega gas pipelines in western Canada.
- ▲ **Project Director, Co-Founder & Co-Owner**, Confederation Bridge – Led Canada's first major public-private partnership and selected as one of the top 5 Canadian engineering achievements of the 20th Century. Project leader fully responsible for (multi-B\$) complete project delivery from concept development, social license success, government negotiations, regulatory, environmental, community approvals, engineering, overall project execution and commissioning on original scheduled RSD.

### Education

**Project Management** – CCA Gold Seal Designation  
**Economics** – Wilfrid Laurier University  
**University of Prince Edward Island** – PhD.H Laws – 2007  
**University of Calgary** – PhD.H Laws – 2001  
**Wilfrid Laurier University** – PhD.H Laws – 1999  
**University of New Brunswick** – PhD.H Science – 1997

### Industry Recognition

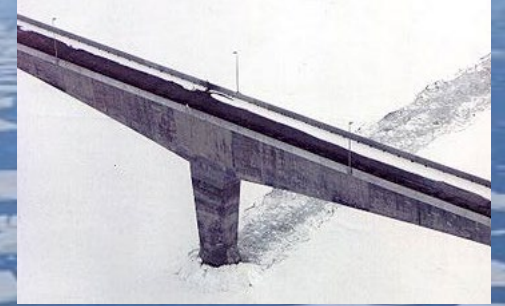
**Canada CIAU Lester B. Pearson National Award**, for distinction and accomplishment  
**Engineering Institute of Canada**, Honorary Life Member  
**Pinnacle Award, Alberta**, Fraser Milner Casgrain LLP, for entrepreneurship  
**Ted Walden Award**, Alberta, Calgary Construction Association, for contribution to construction  
**Montgomery Awards**, Canadian Construction Association, for innovation in engineering and construction (First 3x winner)





'Proven Results  
SEF= Ø & 555 workdays

Appendix



SEF = Ø

**'DISRUPTIVE GLOBAL PARADIGM'****Appendix 1 - Acronyms**

|                         |   |                     |   |   |  |
|-------------------------|---|---------------------|---|---|--|
| <b>AirCtrl™</b>         | <u>Air Control</u>                          | <b>FID</b>          | <u>Final Invest Decision</u>                  | <b>ROE</b>  | <u>Return on Equity</u>                  |
| <b>API</b>              | <u>American Petroleum Institute Gravity</u> | <b>HLT</b>          | <u>Heated Liquid Transfer</u>                 | <b>RTM</b>  | <u>Post-Refinery Transition Module</u>   |
| <b>AOS</b>              | <u>AB Oil Sands</u>                         | <b>IP</b>           | <u>Intellectual Property</u>                  | <b>RTF</b>  | <u>Pre-Refinery Transition Feedstock</u> |
| <b>BBL</b>              | <u>Barrel(s)</u>                            | <b>ISD</b>          | <u>In Service Date</u>                        | <b>SEF</b>  | <u>Smallest Environment Footprint</u>    |
| <b>BET</b>              | <u>Bitumen Export Terminal</u>              | <b>ISO</b>          | <u>International Standards Organization</u>   | <b>TPD</b>  | <u>Tons per Day</u>                      |
| <b>BOE</b>              | <u>Barrel Oil Equivalent</u>                | <b>LoA</b>          | <u>License Offtake Agreement</u>              | <b>TPY</b>  | <u>Tons per Year</u>                     |
| <b>BPD</b>              | <u>Barrel per Day</u>                       | <b>Net-Negative</b> | <u>Eliminate more emissions than created</u>  | <b>TRL</b>  | <u>Technology Readiness Level</u>        |
| <b>BPG</b>              | <u>Bridging Planet Globe</u>                | <b>Net-Zero</b>     | <u>Eliminate equal emissions than created</u> | <b>USMCA</b>  | <u>USA Mexico Canada Trade</u>           |
| <b>BPY</b>              | <u>Barrel per Year</u>                      | <b>NO</b>           | <u>No-is-No-Answer</u>                        | <b>USPTO</b>  | <u>US Patent &amp; Trademark Office</u>  |
| <b>CAGR</b>             | <u>Compounded Annual Growth Rate</u>        | <b>NOW</b>          | <u>Not-in-Future</u>                          | <b>UT</b>   | <u>Unit Train 150#</u>                   |
| <b>CAPEX</b>            | <u>Capital Expenditure</u>                  | <b>OPEX</b>         | <u>Operating Expenditure</u>                  | <b>VLBC</b>   | <u>Very Large Bulk Carrier &gt;200k</u>  |
| <b>CCR</b>              | <u>Carbon Credit</u>                        | <b>PGC</b>          | <u>Philergos Global Corporation</u>           | <b>WIPO</b>   | <u>World Intellectual Property Org.</u>  |
| <b>CO<sub>2</sub>e</b>  | <u>CO<sub>2</sub> emissions</u>             | <b>PGF</b>          | <u>Philergos Group Foundation</u>             | <b>WIT</b>  | <u>Work Item</u>                         |
| <b>CO<sub>2</sub>Øe</b> | <u>CO<sub>2</sub> nil emissions</u>         | <b>PGF</b>          | <u>Poly Grid Friction</u>                     | <b>Wp</b>   | <u>Waste Plastics</u>                    |
| <b>ECCR</b>             | <u>Eligible Carbon Credit</u>               | <b>PGZ</b>          | <u>Project Global Zero</u>                    | <b>Ø</b>  | <u>nil</u>                               |
| <b>Eol</b>              | <u>Expression of Interest</u>               | <b>iPGF</b>         | <u>iPhilergos Global Fund</u>                 | <b>ZØ</b>   | <u>Zero Emissions &amp; nil Liquid</u>   |
| <b>EPCM</b>             | <u>Engineering, Procurement &amp; CM</u>    | <b>PMA</b>          | <u>Polymer Modified Asphalt</u>               | <b>ØHT</b>  | <u>nil Heated Transfer</u>               |
| <b>EPS</b>              | <u>Earnings per Share</u>                   | <b>PMB</b>          | <u>Polymer Modified Bitumen</u>               | <b>ØLT</b>  | <u>nil Liquid Transfer</u>               |
| <b>EU</b>               | <u>Europe</u>                               | <b>Pure-Zero</b>    | <u>Creating Ø Emissions</u>                   |  | <u>Obsolete</u>                          |
| <b>FEED</b>             | <u>Front End Engineering &amp; Design</u>   | <b>Q1</b>           | <u>Quarter of Year</u>                        |   |  |
| <b>FEL</b>              | <u>Front End Loading</u>                    | <b>RBITT™</b>       | <u>Refinery Bitumen Transition Transfer</u>   |   |  |



# PROJECT GLOBAL ZØ

## 'Join SEF Success'

Appendix

### 'DISRUPTIVE GLOBAL PARADIGM'



#### The RBITTT™ Vision

**Innovative Technology:** RBITTT™ is transforming the bitumen industry with a sustainable and cost-efficient solution that reduces environmental harm and enhances operational effectiveness.

**Market Validation:** Supported by a Letter of Intent from a global refinery distributor and confirmed by existing storage and transport for solid bitumen,



#### Investment Opportunity

**Funding Needed:** We are looking for a \$250 million investment to expand our operations and apply RBITTT™ technology in various refineries globally.

**Use of Funds:** Investment will support the installation of transition modules, operational scaling, and global expansion to address significant demand.



#### Why Now?

**Strategic Timing:** As global attention on sustainability and environmental regulations grows, the demand for green technologies such as RBITTT™ is rapidly increasing.

**Financial incentives:** Initial investments can lead to significant savings, carbon credits, and a competitive advantage in the growing green infrastructure sector.



#### Your Role

**Become a Strategic Partner:** Work with us to drive the shift towards sustainable bitumen production and contribute to a greener future for global infrastructure.

**Impact Investment:** Your investment provides appealing returns while also making a substantial social and environmental difference.





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'DISRUPTIVE GLOBAL PARADIGM'

Z'  
'BRIDGING PLANET GLOBE'

Thank you.

