

# RBITTT™

## *A Made-in-Canada Logistics Breakthrough for Heavy Bitumen*

**Heat-free.**  
**Diluent-free.**  
**CO<sub>2</sub>e-free.**  
**Export-ready.**  
**Indigenous aligned.**

### **The Problem: Canada's Competitiveness Is a Logistics Problem**

Canada does not lack production. It lacks a globally competitively delivery model.

Today's heavy-bitumen logistics rely on:

- Diluent, consuming 30–40%+ of each barrel as thinning agents and inflating costs
- Continuous heating, creating persistent energy demand and emissions across storage and transport.
- Long overland routes, limiting access to non-U.S. refiners and reducing Canada's flexibility in global markets.

Even with new pipelines, these fundamentals don't change: pipelines move liquid, and the product still requires heat and/or diluent, plus ongoing constraints on market diversification.

### **The Solution: Move Heavy Bitumen the Way Nature Intended—Solid**

RBITTT enables a new pathway: transition heavy bitumen into a stable solid form that can be stored and shipped without heating or diluent, then re-liquefied on-site only when needed.

This approach:

- Eliminates heating energy required for storage and transport
- Eliminates diluent and the "lost capacity" it creates
- Enables bulk rail and marine transport, expanding market access beyond traditional routes
- Enables Zero cost, CO<sub>2</sub>e-free inventory
- Improves safety and handling by moving a stable solid rather than a hot hazardous liquid

RBITTT is an Alberta-based indigenous-aligned company with a patented solution that transitions bitumen into a stable, buoyant solid for storage and transport without diluent or continuous heating, enabling bulk rail and marine shipping.

## **Why It Matters to Canada, Humankind (and Why Now)**

### **Emissions reduction through logistics reform**

RBITTT targets a major inefficiency: the constant heat and handling required to move heavy bitumen.

### **Market access and price resilience**

By enabling CO<sub>2</sub>e-free, heat-free, diluent-free logistics compatible with global shipping pathways, Canada increases resilience and diversification potential for heavy bitumen supply.

### **A domestic industrial buildout**

The commercial model scales via licensed technology and transition facilities, supporting Canadian fabrication, construction, and long-term operational jobs.

### **Indigenous-led economic participation**

Indigenous-rooted leadership and financing pathways create a credible structure for shared-benefit infrastructure development.

## **De-Risk First Adoption and Enable Scale**

RBITTT's start strategy validates the operating data needed for global licensing while de-risking first adoption through targeted support.

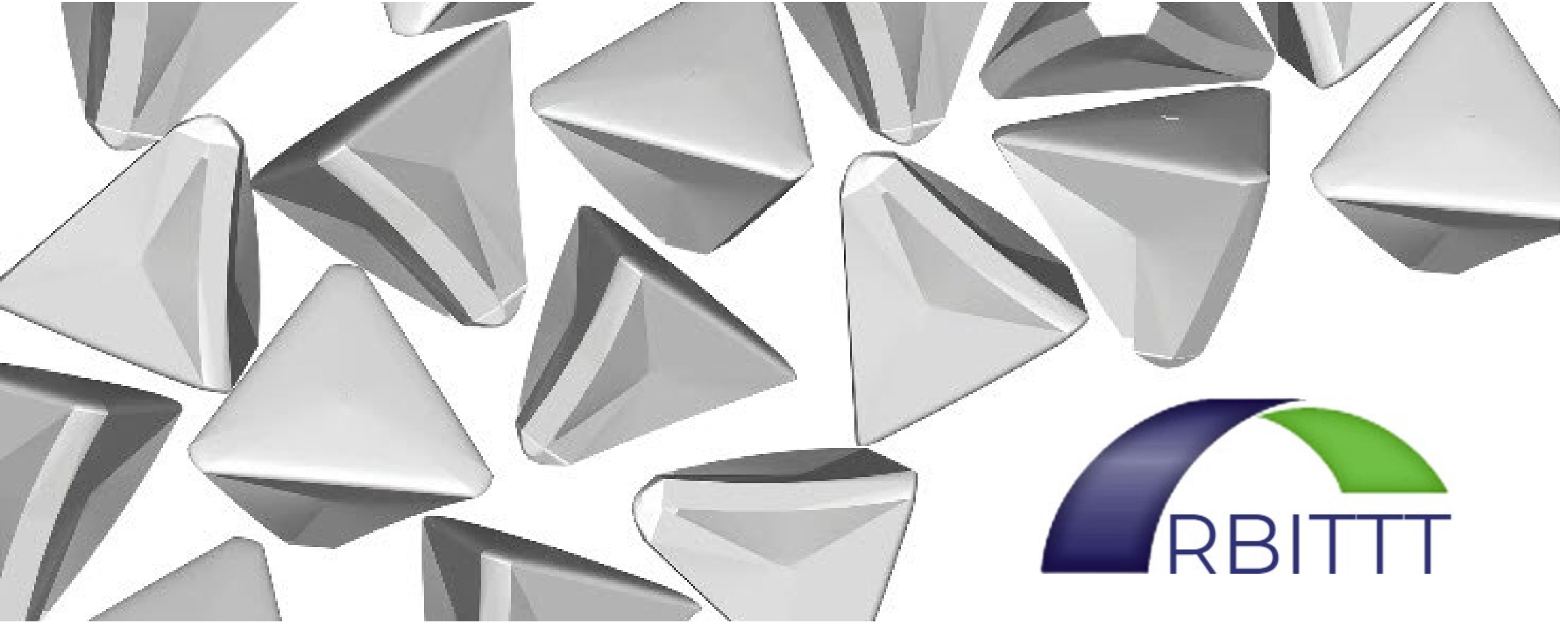
We're seeking an early partner to back the first installation and start-up, proving a modern heavy-bitumen transition and logistics model that eliminates heat requirements and diluent dependence. The outcome is a scalable pathway to lower-cost, more flexible supply.

## **What Success Looks Like**

- A proven, Canadian first-of-kind transition facility demonstrating stability, emissions reduction, and re-liquefaction performance
- A scalable licensing pathway for global refiners
- Expanded export readiness and market access for Canadian heavy bitumen
- A new Canadian industrial category: CO<sub>2</sub>e-free, solid-state, heavy-bitumen logistics



# JOURNEY 'At a Glance'



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

## 'DISRUPTIVE GLOBAL PARADIGM'

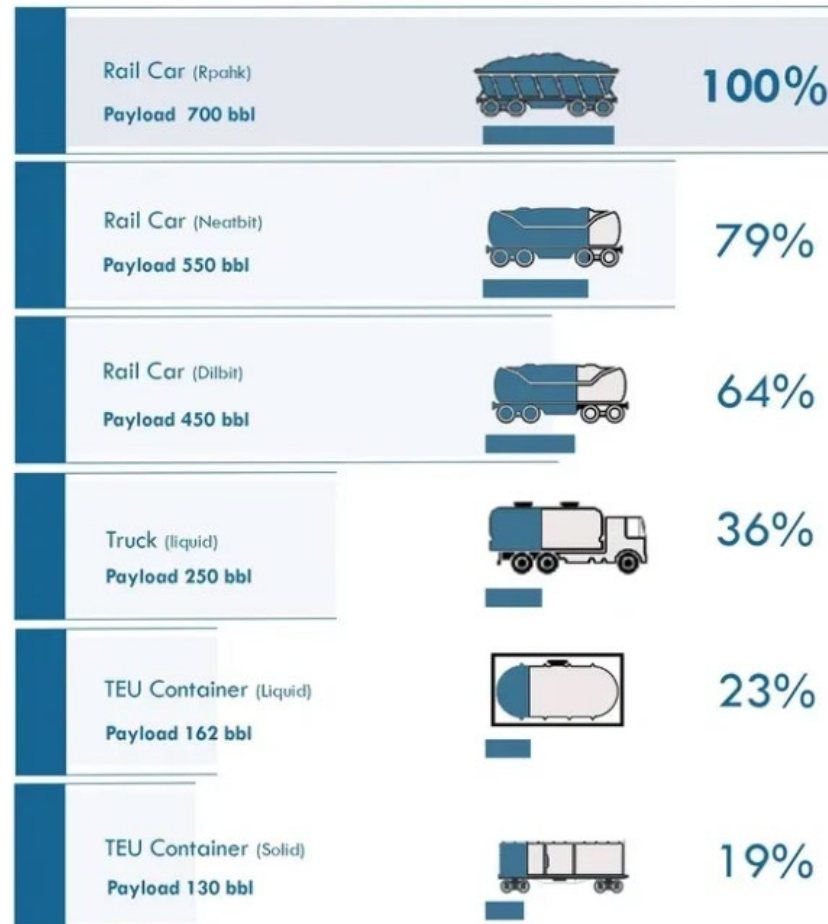
## Marine Transport



## 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



## 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



## 'DISRUPTIVE GLOBAL PARADIGM'

ATHABASCA API<10 FEEDSTOCK IS TECHNICALLY RATED GLOBALWIDE AS 'ONE OF TOP QUALITY BITUMEN' FOR LONG-LIFE ROAD APPLICATION.

### RBITT SOLUTION PARADIGM:

- ELIMINATES 100% OF NON-ESSENTIAL LIQUIDS (DILUENT) STORAGE & TRANSFER NEEDS
- ELIMINATES 100% OF NON-ESSENTIAL HEATING STORAGE & TRANSFER NEEDS
- RESULTS IN BUOYANT, NON-HAZERDOUS, NON-LIQUID, LOWEST COST BASE HEAVY BITUMEN TRANSFER GLOBALLY
- RESULTS IN BUOYANT, NON-HAZERDOUS, NON-LIQUID, ZERO-COST INVENTORY, LOWEST COST BASE, REFINED PMA GLOBALLY

### RBITT GLOBAL TRANSITION:

- INFRASTRUCTURE & MANUFACTURING CAPEX [@\$3.00/BOE] IS 'COST NEUTRAL'
- INFRASTRUCTURE & MANUFACTURING CAPEX CONTRIBUTES >\$14B/yr TO COUNTRY GDP

### RBITT TRANSPORTATION INFRASTRUCTURE:

- EXPANDED & EFFICIENCY OF ATLANTIC (YYQ) & PACIFIC (PVR, YVR) BASIN EXPORT TERMINALS
- ACHIEVE NEW COST-EFFECTIVE MARKETS IN ATLANTIC BASIN (EU,AF,SA)
- ACHIEVE NEW COST-EFFECTIVE MARKETS FOR BITUMEN, GRAINS, POTASH, MINERALS, etc.
- MAJORITY IS BROWNFIELD INFRASTRUCTURE

### RBITT STORAGE & TRANSFER JOURNEY IS ENGINEERED CO<sub>2</sub>Øe:

- ANNUALLY ELIMINATE GIGATONS OF CO<sub>2</sub>e
- START REVENUE IN SERVICE (ISD) <3 yr.,
- SATISFY GLOBAL HEAVY BITUMEN DEMAND [2030], ~6MM BOE/DAY



'A PIECE OF THE ROAD TO BECOMING AN ENERGY SUPERPOWER'





### 'DISRUPTIVE GLOBAL PARADIGM'

#### ENERGY SUPERPOWER 'NORTH STAR'

#### 'AT A GLANCE'

##### GLOBAL MARKET 'REALITY'

###### \* SURFACE FREIGHT COSTS 20x > MARINE FREIGHT

FOUR (4) REGIONS GLOBALLY WITH THE LARGEST HEAVY BITUMEN RESERVES

PRE-REFINERY (2030 DEMAND): SOLID BITUMEN, API<10 FEEDSTOCK >12MM BPD

POST-REFINERY (2030 DEMAND): SOLID BITUMEN, REFINED PMB \* ~6MM BPD

HEAVY BITUMEN IS **SOLID** IN ORIGIN STATE & IN FINAL STATE

###### SURFACE DISTANCE 'MATTERS'

* VENEZUELA	* Ø km
MIDDLE EAST	1,000 km
CDN-[PAC]	* 1,000 km
CDN-[ART]	* 1,000 km
CDN-[USGC]	4,000 km
CDN-[ATLAN]	5,000 km
RUSSIA	5,000 km

##### RBITT SOLUTION 'DISRUPTIVE GLOBAL PARADIGM'

###### \* ELIMINATE LIQUID TRANSFER & STORAGE OF HEAVY BITUMEN API<10

RBITT STANDARD: PURE ZERO™ - CO<sub>2</sub>Øe

PRE-REFINERY: (Ø LIQUID & Ø HEAT)

POST-REFINERY:

HAZARDOUS & LIQUID MARINE OR LAND DAMAGE

GLOBAL PLASTIC WASTEPILE

ELIMINATE ----->

ELIMINATE ----->

ELIMINATE ----->

ELIMINATE ----->

###### COST

\$

>50%

>50%

100%

100%

###### HEATING

MMBTU

100%

100%

###### DILUENT

bbls

100%

n/a

###### POLY

waste

>2MM t.

>117MM t.

###### t. CO<sub>2</sub>e

tons

>1.6B t.

>3.5B t.

##### 'WHY IT MATTERS'

###### \* LOWEST COST 'REFINED BITUMEN' PROVIDER [GLOBALLY]

COST NEUTRAL TRANSITION & NO SUBSIDIES

ISD <486# DAYS & COMPLETE ISD <1826# DAYS

###### \* Ø LIQUIDS HEAVY BITUMEN ON WATERS OR LANDS

###### \* IP PROTECTED, NO GLOBAL MARKET COMPETITION

FULLY BUOYANT

NO HAZARDOUS SPILLS/FIRE

PURE ZERO™ - CO<sub>2</sub>Øe JOURNEY & GIGATONS OF CARBON CREDIT (CCR)

##### INFRASTRUCTURE 'IMPLEMENTATION'

###### \* EXPANDED MARKET NEW ATLANTIC BASIN MARKET

EXPANDED BROWNFIELD SURFACE RAIL INFRASTRUCTURE

TRANSITION INFRASTRUCTURE

LOGISTICS MARINE INFRASTRUCTURE

LOGISTICS DISTRIBUTION INFRASTRUCTURE

##### STAKEHOLDER 'ALIGNMENT'

###### \* INDIGENOUS OWNERSHIP OF STRATEGIC ASSETS

SMALLEST ENVIRONMENT FOOTPRINT: SEF = Ø

EXCEEDS GLOBAL (PARIS) CLIMATE CHANGE TARGETS

INFRASTRUCTURE CONTRIBUTION TO COUNTRY GDP >\$ 14B /yr. : \$38MM/day

EXPORT CONTRIBUTION TO COUNTRY GDP >\$100B /yr. : \$274MM/day



# 'THE ECONOMICS' [5 OF 6] Net Negative Cost Basis

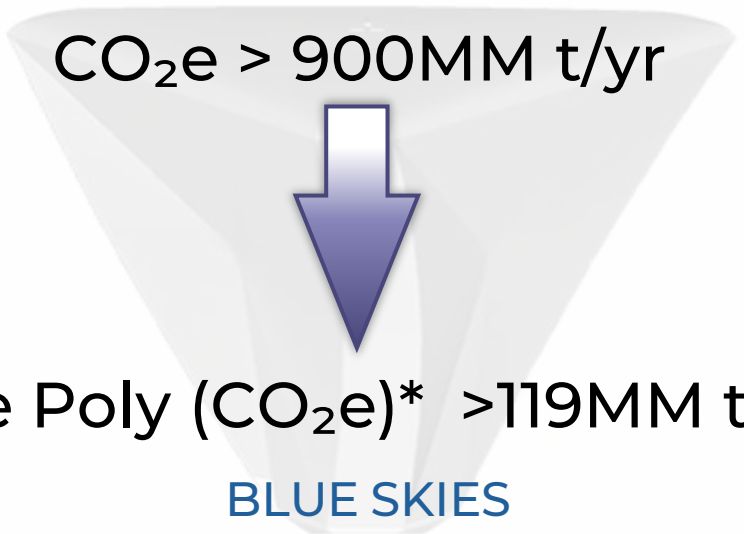
API<10 BITUMEN LIQUID [ØLT]

## 'DISRUPTIVE GLOBAL PARADIGM'

1-PRE-REFINERY: [source - API<10, 20% yield]		[UoM]	[Quant]	[Cost]	[\$/bbl/day]		[\$/bbl/day]
			/year	UNIT	/day	\$/bbl	/RTM(F)/[375]/Yr
1.1	ELIMINATE: DILUENT: ship [40% (O & I)]	BPY	1,752,000,000	-\$10.24	-\$49,152,000	-\$8.19	-\$47,841,280
1.2	ELIMINATE: DILUENT: produce [40%]	BPY	876,000,000	-\$34.00	-\$81,600,000	-\$13.60	-\$79,424,000
1.3	ELIMINATE: DILUENT: disposal [40%]	BPY	876,000,000	-\$39.00	-\$93,600,000	-\$15.60	-\$91,104,000
1.4	ELIMINATE: HEATING: continuous [alt]	MMBTU	2,757,210,000	-\$14.67	-\$110,817,180	-\$18.47	-\$107,862,055
1.5	ADD ON: CREDIT: CO <sub>2</sub> e [CCR]	TPY	1,652,000,000	\$21.00	\$95,046,575	\$15.84	\$92,512,000
1.6	ADD ON: REV: L.IP#1-#6 - LOA.fee	BPY	2,190,000,000	\$5.12	\$30,720,000	\$5.12	\$29,900,800
1.7	ADD ON: REV: L.IP#7-#8 - LOA.fee	BPY	2,190,000,000	\$9.80	\$58,800,000	\$9.80	\$57,232,000
1.8-SUBTOTAL: REVENUE: [1.5 TO 1.7]						\$30.76	\$179,644,800
2-POST-REFINERY: [6MM BPD]							
2.1	ELIMINATE: HEATING: continuous	MMBTU	2,757,210,000	-\$14.67	-\$110,817,180	-\$18.47	-\$107,862,055
2.2	ADD ON: CREDIT: PolyDisposal: [10%.wt]	TPY	39,818,182	\$72.00	\$7,854,545	\$1.31	\$7,645,091
2.3	ADD ON: CREDIT: CCR: CO <sub>2</sub> e:	TPY	3,556,000,000	\$21.00	\$204,591,781	\$34.10	\$199,136,000
2.4	ADD ON: REV: L.IP#1-#6 - LOA.fee	BPY	2,190,000,000	\$5.12	\$30,720,000	\$5.12	\$29,900,800
2.5	ADD ON: REV: L.IP#7-#8 - LOA.fee	BPY	2,190,000,000	\$9.80	\$58,800,000	\$9.80	\$57,232,000
2.6-SUBTOTAL: REVENUE: [2.2 TO 2.5]						\$50.33	\$293,913,891

## 'DISRUPTIVE GLOBAL PARADIGM'

## 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  $\text{CO}_2\text{e}$  at annual rate  $>$  than **60%** of total global transportation sector  $\text{CO}_2\text{e}$ .
- Eliminate  $\text{CO}_2\text{e}$  at annual rate  $>$  equivalent of all 286MM vehicles off USA roads.
- Heavy Bitumen (API<10) feedstock to all Global Markets, @  $\text{CO}_2\text{Øe}$  & ØLT





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

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

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

\$21



# 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]

## **RBITTT™ Enters the Climate Change Race leading with their Revolutionizing BITumen Transition Transfer – A PARADIGM SHIFT for Environment, Infrastructure, and Investment**

Calgary, Alberta | 2025

In a bold leap forward for global energy and infrastructure RBITTT™ (Revolutionizing BITumen Transition Transfer) announces the global launch of its breakthrough solution for transferring extra heavy bitumen — a transformative innovation poised to redefine the global heavy and asphalt bitumen market and drive sustainable growth across multiple sectors.

Backed by decades of engineering, proven field performance, and a globally issued family of patents, **the epicenter of the Business Case is the global elimination of diluent or heating when moving heavy bitumen.**

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

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

"We aren't just moving bitumen — we're moving the entire industry forward CO<sub>2</sub>Øe,"... adds RBITTT.™

### **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**

- RTransition Module (RTM) facility, cost neutral, in-service date (ISD) of less than 16 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.

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

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# 'KEY PERFORMANCE INDICATORS'

## KPI

API<10 BITUMEN LIQUID [ØLT]

### TIME

- Earliest Start Possible [NTP] <1 year
  - All transition is on 'Brownfield Sites'
  - Environment Assessment in place
- Earliest in Service [ISD] <3 year vs. status-quo >9+ year
  - Modular design 80% built offsite
  - Scalable & identical global wide
  - Shortest Schedule = Lowest Cost

### EFFICIENCY

- Move Heavy Bitumen in native solid state
- Eliminate need of Diluent for transfer
- Eliminate need of Heating for storage & transfer
- Eliminate Poly Waste, circular economy

### VALUE

- Transition is cost neutral & No Government Subsidy requ.
- Post Refinery Bitumen Zero Inventory Cost Base
- Reduce Heavy Bitumen Global Cost Base >50%

### SUSTAINABILITY

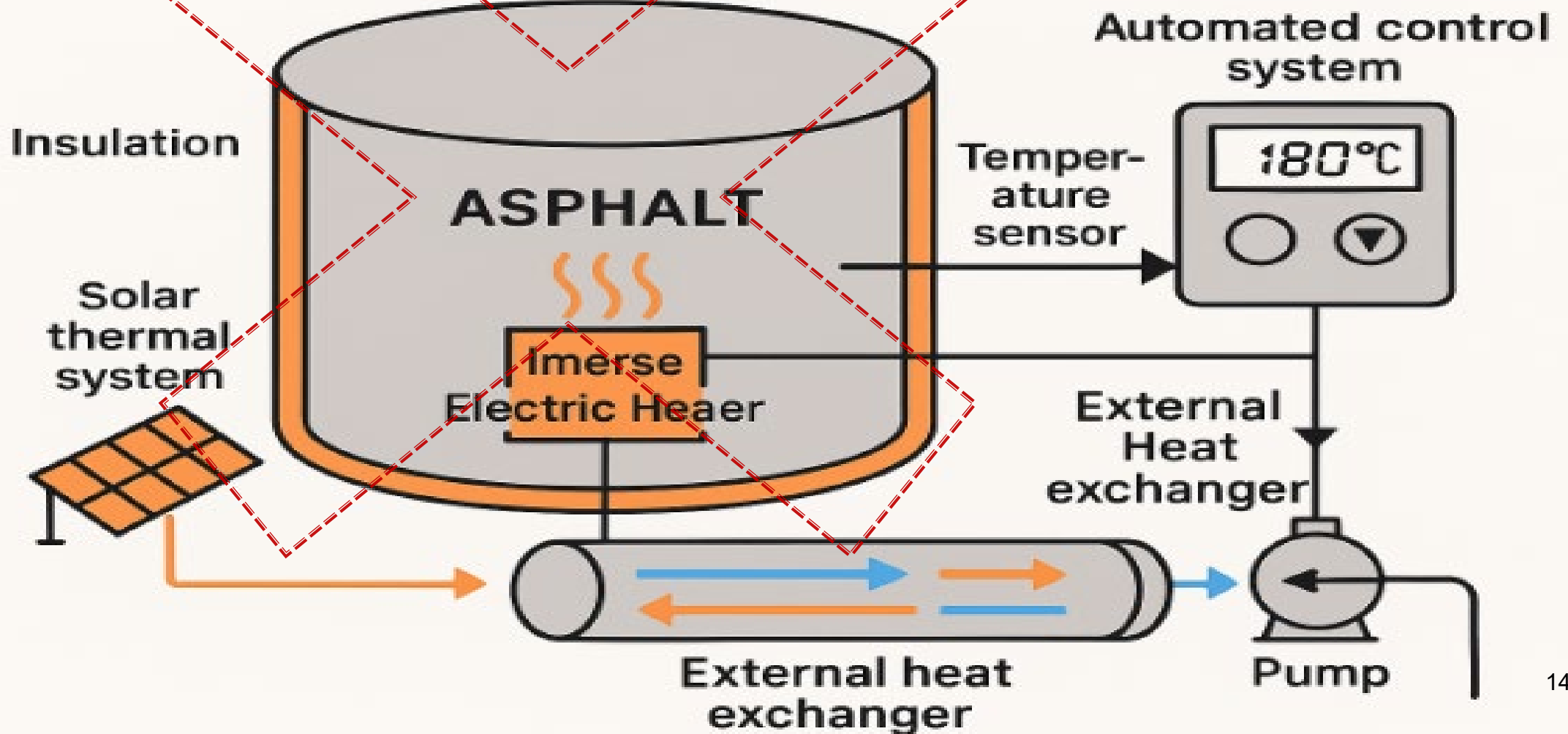
- Pure Zero, CO<sub>2</sub>Øe Engineering Standard for complete transition & transfer activities
- Zero Marine or Terrestrial Environmental Spills Damages, Unsinkable, No flame, No slicks
- Eliminate annually more than 5.6B t CO<sub>2</sub>e

### PERFORMANCE

- Inclusive of extensive Indigenous ownership and operations of shipping and all export terminals
- Exclusive Global IP Market Position
- Multi B\$\$ Domestic Procurement for mega tonnes of Steel & aluminum fabricated material handling systems and aluminum rail rolling stock
- Immediate cost-effective marine access to Atlantic basin (Churchill) & new markets of EU & AF & SA continent(s).



## ENERGY EFFICIENCY SCHEMATIC





'Proven Results  
SEF= Ø = Earliest ISD = Lowest \$'

'At a Glance'



SEF = Ø = EARLIEST ISD = LOWEST \$



### 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.



‘PROJECT GLOBAL Z’

API<10 BITUMEN LIQUID [ØLT]

‘DISRUPTIVE GLOBAL PARADIGM’

‘BRIDGING PLANET GLOBE’

Thank you.

