CLIMATE IMPACT CORPORATION

The Hydrogen Era of Shipping

202504

Climate Impact Corporation ("CIC")

A leading developer, operator and investor in energy transition focusing on renewable energy production and solutions

An integrated solution to solve the energy, water and carbon issues

Water

Energy

Carbon

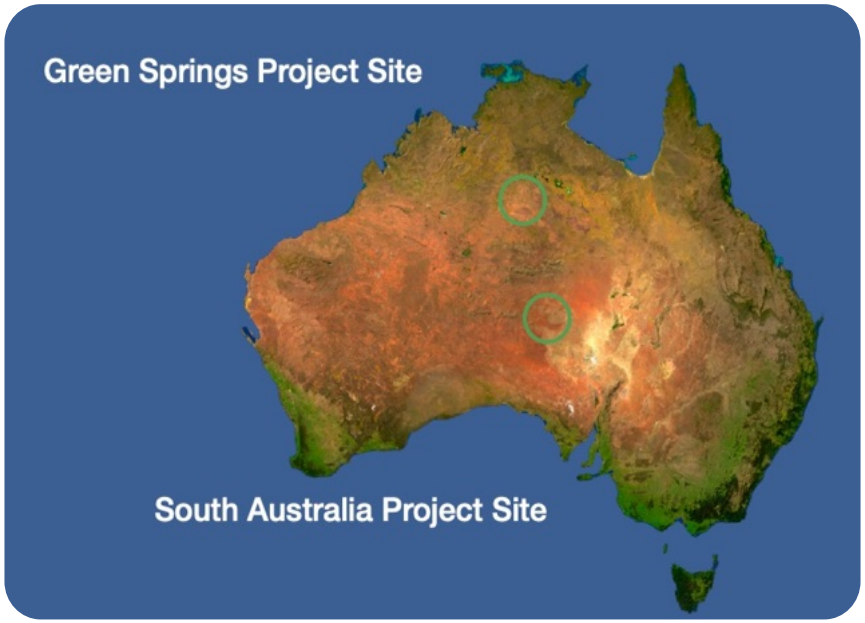
Green Hydrogen Projects in Australia

20GW

1,000,000T
Green Hydrogen

5.67mT
Green Ammonia

2027

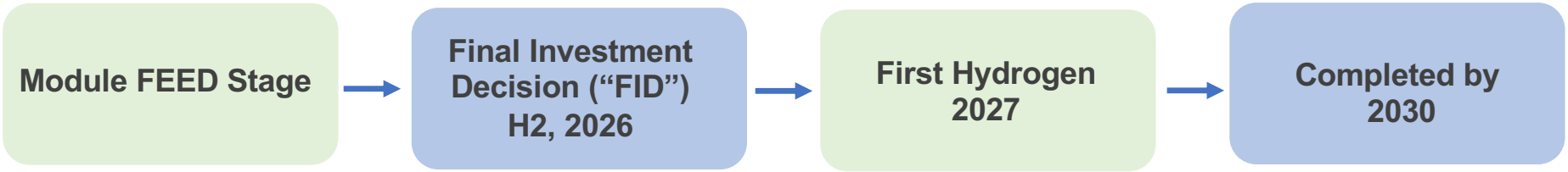


Besides the two flagship projects, we are developing a **Pilot Project in Northern Territory**, Australia

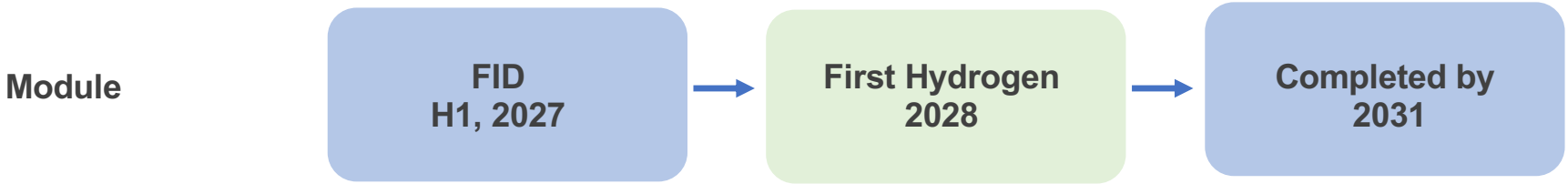
- The first gas fired power plant in Australia to use green hydrogen (TGen project)

Green Hydrogen Projects - Fast Delivery

Green Springs project in Northern Territory



Great Southern project in South Australia



Pilot Project in Northern Territory ("TGen" Project)

- Target first module on site before the end of this year
- Commissioning expected in H1 2026, and formal production in H2 2026

Why Australia - one of the lowest LCOH

- **Best Location**
- **Friendly Legal System**
- **Transportation in place**
- **Strong Gov Support**
- **CIC's Unique Approach**

2USD / Kg H_2

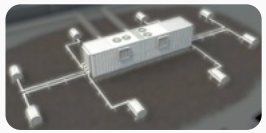
By 2030

Unique Modular Approach —— Design Once, Build Many

PV Solar

ALK/AEM/PEM Electrolyser

AWG



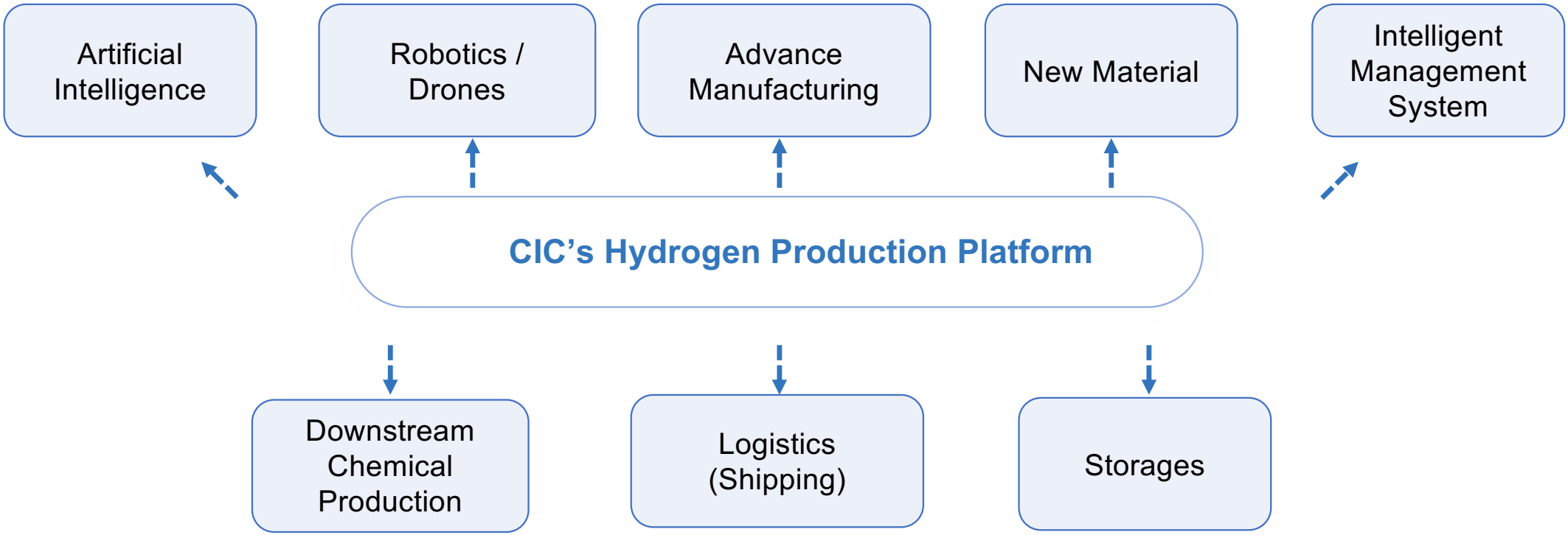
Scalable Deployment

"Lego"

- Easier
- Faster
- Cheaper

Integrated Supply Chain —— A strong platform to deliver innovative solutions

Innovation driven, complete value chain and strong ecosystem to deliver the green energy solutions



Strategic Partners —— World Class

Development / Support

GE VERNOVA

worley

NORTHERN TERRITORY GOVERNMENT

SOUTH AUSTRALIA

Equipment / Production

TOPSOE

SUNGROW

JinKO Solar

AirJoule
ENERGY AND WATER FROM AIR

gen-hy

CIMC

Shipping

Purus

Storage

vtti

Green Shipping—— Pathway to Decarbonization

Speed is the key, and we are right here to strategically partner with the marine industry to provide the green fuel needed and to build a greener future together.

What CIC can offer

- Green Ammonia / Methanol
- Competitive Pricing
- Large Quantity to Deliver before 2030

Where to cooperate

- Ship Green Fuel to Clients Globally
- Steady Supply and Offtake
- Green Port - Eco System

Green is Power

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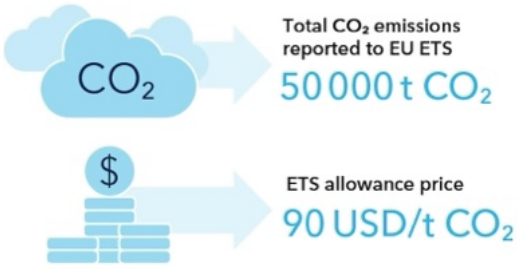
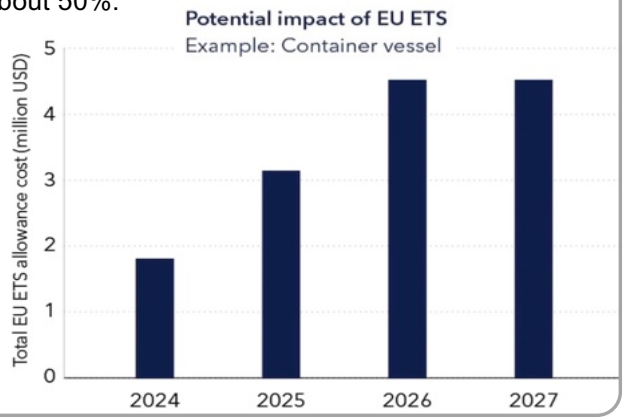
Sydney I Singapore I Darwin I Hong Kong I Adelaide

Stringent Regulations Driving Fuel Transition, Green Ammonia/Methanol Critical for Maritime Decarbonization

Compliance Pressure and Economic Impact

- It is calculated that shipping will rack up total FuelEU penalties of **€1.345 billion** in 2025 through analysis of the 13,000 vessels over 5000gt trading within and into the EU/EEA that are subject to the regulation.
- EU ETS will lead to additional costs for the industry of roughly up to **€10 billion** a year once fully implemented in 2026, due to the need to acquire carbon credits corresponding to GHG emissions. This will effectively increase fuel-related costs by about 50%.





Source: Hamburg-based maritime technology firm, DNV

Green Ammonia & Methanol

- EU and IMO Maritime Policy-driven
- Huge emission reduction potential
- Increasing technological maturity

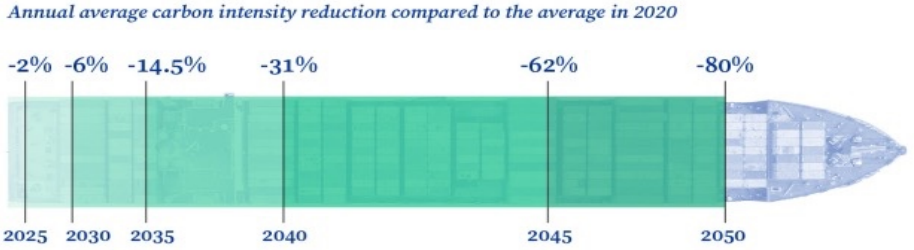
Together, they form the 'Dual Engines' for the shipping industry to achieve the 2050 net-zero target!

FuelEU Maritime Regulation

Applicable to: Ships above 5,000 gross tonnage, covering 50% of the energy used during EU port calls and voyages.

The FuelEU maritime regulation will oblige vessels above 5000 gross tonnes calling at European ports (with exceptions such as fishing ships):

Emission reduction targets:
2% reduction by 2025, 6% by 2030, 31% by 2040, and 80% by 2050.



To connect to **onshore power supply** for their electrical power needs while moored at the quayside, unless they use another zero-emission technology

Source: European Commission

IMO Accelerating Maritime Decarbonization Process

Total Emission Reduction Targets

- **By 2030:** The total annual **GHG emissions** from international shipping to be reduced by at least 20% (striving for 30%) , **CO2 emissions per transport work** to be reduced by at least 40% , compared to 2008 levels. Uptake of **zero or near-zero GHG emission** technologies, **fuels and/or energy sources** to represent at least 5%, striving for 10%, of the energy used by international shipping.
- **By 2040:** Annual GHG emissions to be reduced by at least 70% (striving for 80%).
- **By 2050:** Achieve net-zero emissions and strive for complete phase-out.

Implementation in Short, Medium, and Long-term Phases

Short-term measures (*implemented/determined before 2023*):

- Mandatory technical measures such as the Energy Efficiency Existing Ship Index (EEXI) and Carbon Intensity Indicator (CII).
- Technical review of short-term measures to be completed by 2026.

Medium-term measures (*2023-2030*):

- **Basket Measures:** A. Technical element - phased reduction of greenhouse gas intensity standards for marine fuels. B. Economic element: Market-based carbon emission pricing mechanisms (such as carbon tax or emissions trading system).
- Other measures: Improved Life Cycle Assessment (LCA) guidelines for fuels, safety assessments, port infrastructure support, etc.
- **Timeline:** Basket measures to be developed by 2025, effective by 2027.

Long-term measures (*after 2030*): To be further developed as part of the 2028 strategy revision.

Source: IMO RESOLUTION MEPC.377(80)