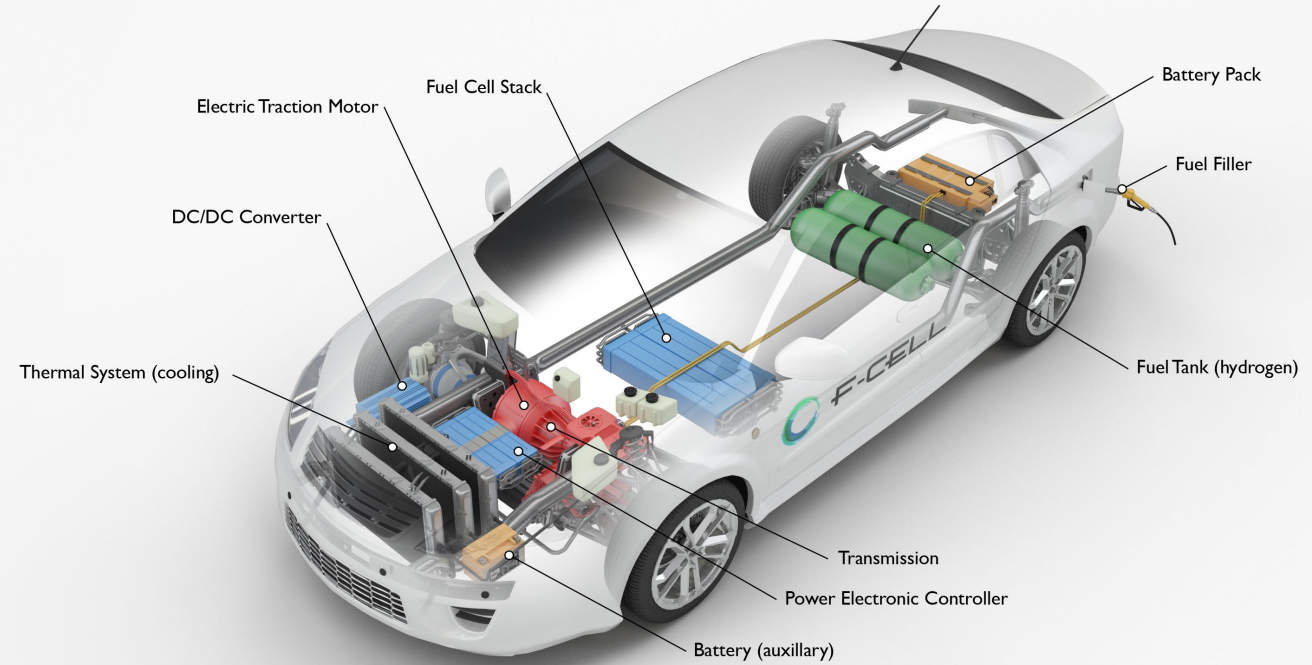


# California Fuel Cell/Electric Vehicle Market



# Typical Hydrogen Vehicle Layout



While government programs have financed most of these stations, the private sector is also pursuing development. Earlier this year, for instance, Chevron and the Japanese industrial gas company Iwatani Corp. agreed to build 30 fueling stations across California in a “vertically integrated supply infrastructure ecosystem” that the companies hope can be a replicable model.





California lawmakers have created goals to ensure that the growth of refueling stations continues. In 2013, Assembly Bill 8 aimed to build 200 stations for light-duty vehicles by 2026. The Chevron-Iwatani announcement put the state on track to surpass that milestone.

And the CFCP has outlined targets for 1,000 hydrogen refueling stations and 1 million FCEVs on the road by 2030. The backdrop behind these goals is Governor Gavin Newsom's 2021 executive order calling to end all sales of internal combustion passenger vehicles by 2035.

But with all this new demand coming to the market, the industry must ensure that supply will be ready.



Toyota and Shell could build 7 hydrogen refueling stations in California

Some early projects are already addressing California's future supply question. In March, Air Products announced a hydrogen production facility in Arizona that will include a liquified green hydrogen export terminal for California's mobility market. The facility is slated to produce 10 mt/day using alkaline electrolyzers manufactured by ThyssenKrupp.

Air Liquide is also bringing online a 30 mt/day green hydrogen plant this year in Nevada, which the company says is a direct to California's growing demand.

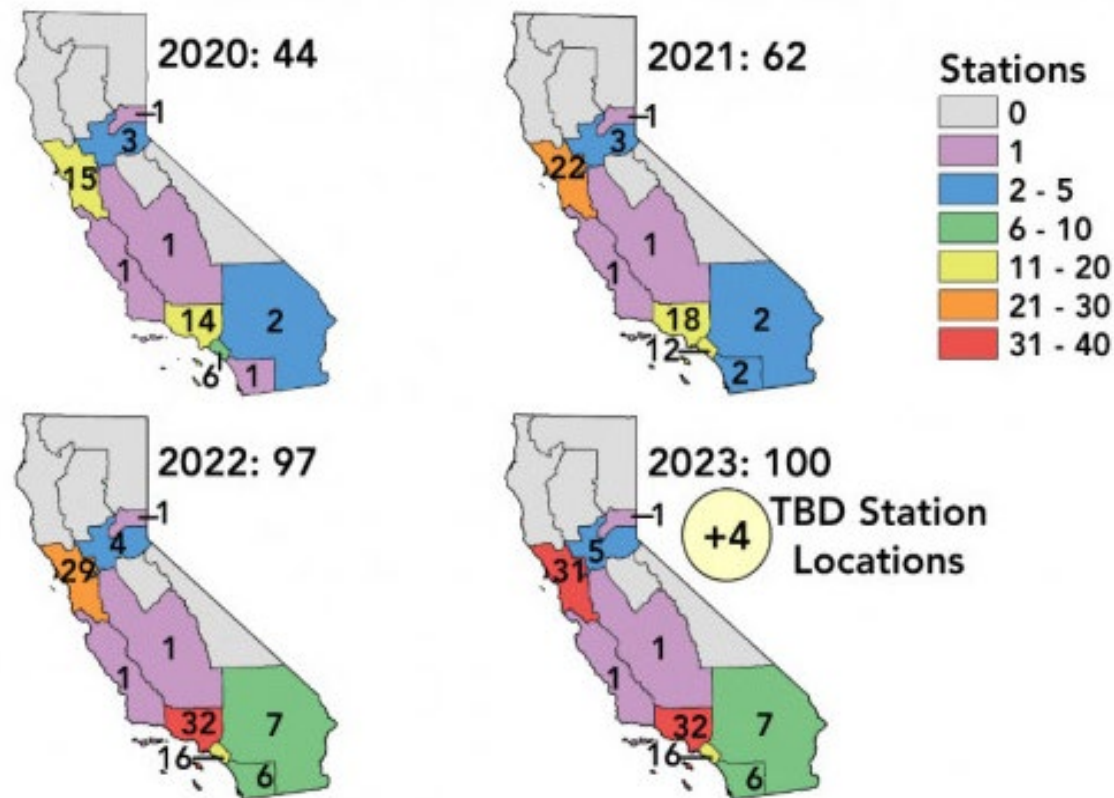


\$250m investment, the plant will have a capacity of 30 tons of liquid hydrogen daily.

The California Air Resources Board (CARB) predicts continued slow expansion of hydrogen infrastructure in the state. It recently issued a [report](#) projecting 100 retail hydrogen stations in operation in the state by the end of 2023.

That exceeds expectations, a CARB press release said and anticipates that development of the California hydrogen network will soon bounce back from the effects of the coronavirus pandemic. Development slowed down significantly in 2020, the report noted.

By 2026, California will have more than 176 hydrogen stations, enough to support approximately 250,000 fuel-cell vehicles, according to the report.





The Department of Energy's hydrogen hub initiative — which will distribute \$8 billion to at least four regional hydrogen hubs — will ultimately help with supply needs. Expectations are that more policies will likely need to be in place for supply and demand to grow.

The DOE's hydrogen hub effort is about synchronizing production with the demand market. The big question is, how to do this, and are the right policies in place?

According to S&P Global Commodity Insights, the assessed pump price of hydrogen in California was \$15.97/kg on July 1. By comparison, one gallon of diesel, which has roughly the same energy content as a kilogram of hydrogen, cost \$6.87 as of mid-June, according to the US EIA.



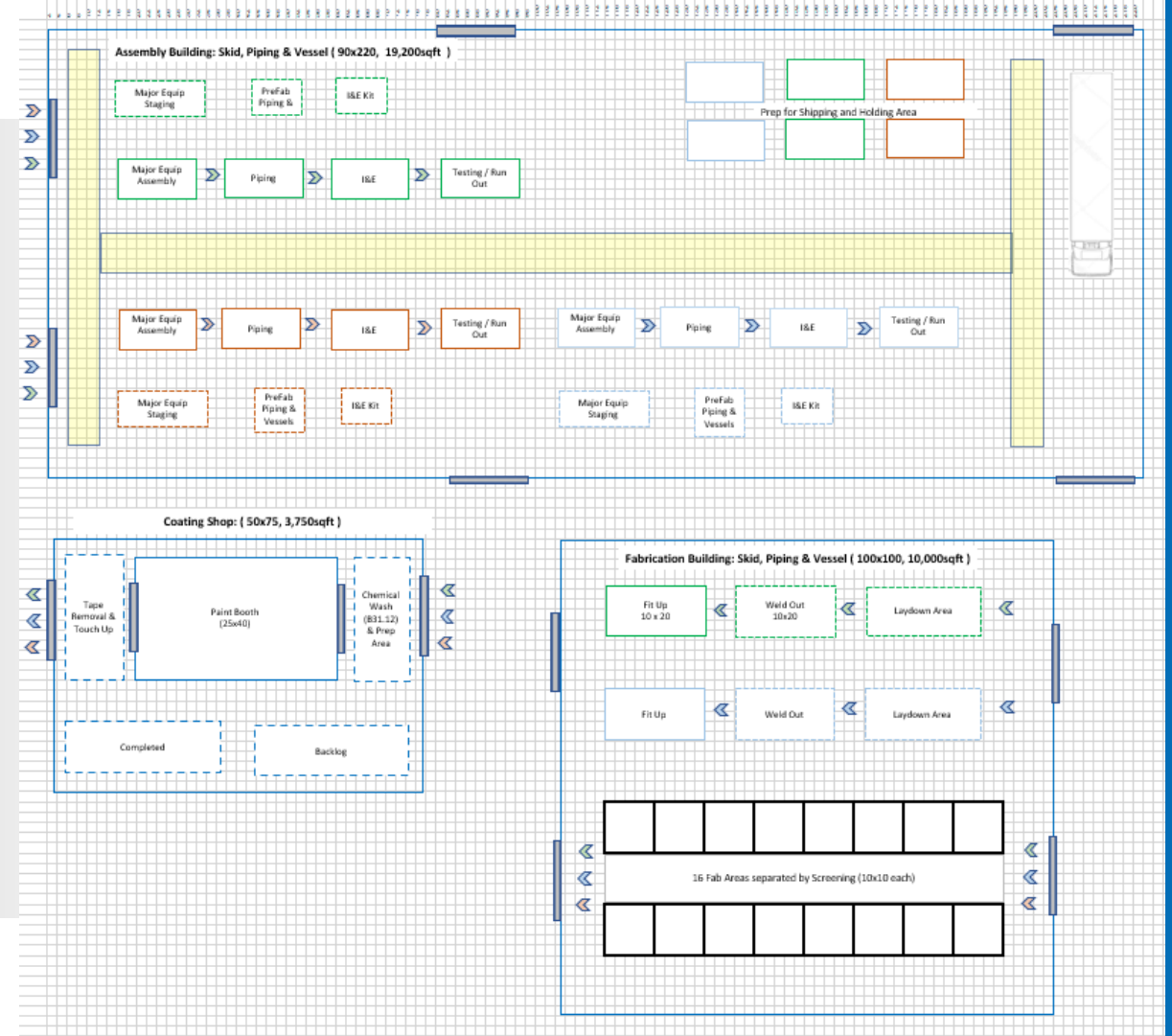
To address the market projections, Energy Link has initiated the development of a hydrogen compressor and refueling manufacturing plant located at their 20-acre facility in Bakersfield, California.

The Energy Link “Hydrogen Factory” includes:

- Fabrication building – 10,000 sqft
- Coating Shop – 3,750 sqft
- Assembly Building – 19,200 sqft

Additional Support buildings will be added to the property, including:

- Company-owned vehicle maintenance center – 4,800 sqft
- Administration/Mgmt. Offices – 5,400 sqft



# The Pathway to Packaging Hydrogen Re-Fueling Stations



The Hydrogen Factory will be a built-for-purpose factory-style compressor packaging facility. Designed to operate like an assembly line-style factory with a relatively narrow focus on its offerings.

The initial design shows three separate final assembly lines. Each assembly line will be dedicated to a specific model design. The capacity will be 150 packages a year, running two shifts.

## The Hydrogen Factory

## Buildout Timeline

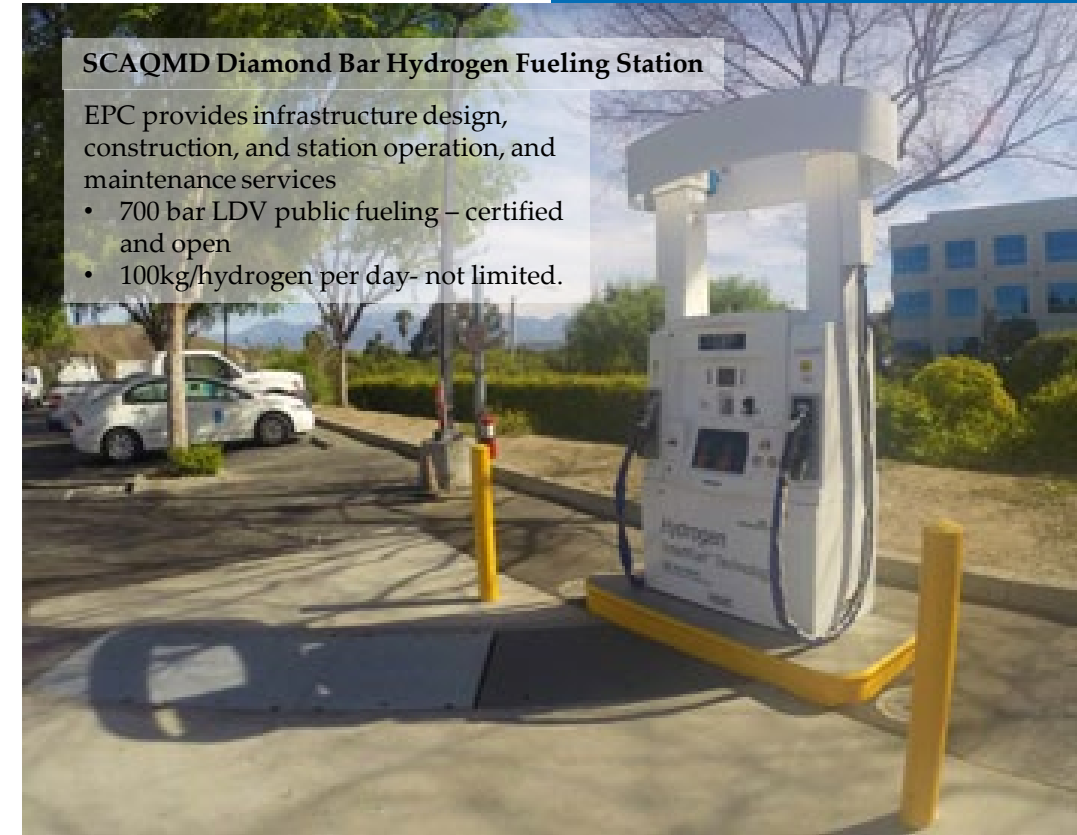


Energy Link has begun the process of selecting and partnering with an engineering firm with a certifiable track record of designing hydrogen compressor packages specifically for refueling.

Energy Link is closely vetting two firms.

- Cornerstone Engineering in Bakersfield, California. Energy Link has worked with Cornerstone on several projects and intends to utilize Cornerstone Engineering services for Hydrogen production from the Ground Up™ support.
- EPC4H2 Cheyenne, Wyoming. They have designs that operate in California for hydrogen refueling stations.

## Hydrogen Package Design



# We are the muscle for your success™

Safety is deeply embedded in our core beliefs, and Safe work is why Energy Link is successful.

Energy Link will be celebrating 25 years in 2024. We focus on providing field service to oil, gas, power generation, and other industrial groups.

Energy Link has grown in capabilities and employees – there were six employees when Ray Miller took over the company and now has 70 full-time, dedicated employees.





# Our Credentials



- ISO 9001:2015 Quality Management Systems
- California Contractors Licenses:
  - Class A - General Engineering
  - C-7 - Low Voltage Systems
  - C-60 - Welding
  - C-61 - Specialty
  - C-10 - Electrical (in-process)
- ASME Code Shop with V&R Stamps
- UL Certified Panel Shop
- Factory Trained Technicians for Ariel Compressors
- Factory Authorized Packager for Ro-Flo Compressors (LeROI/Boss)
- Waukesha Qualified Power Systems Service Provider





The Mechanic has been the muscle, bone, and stamina of California's oil and gas industry for over 100 years.

Energy Link is the muscle for your success™