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TRIGGERING THE SHIFT TO HYDROGEN EVS

CLEAN **P**OWER CAPITAL

BUILDING THE MISSING PIECE BEHIND THE HYDROGEN REVOLUTION

CSE:MOVE | FWB:2K6 | OTC:MOTNF

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BIG NAMES ALL GETTING ONBOARD

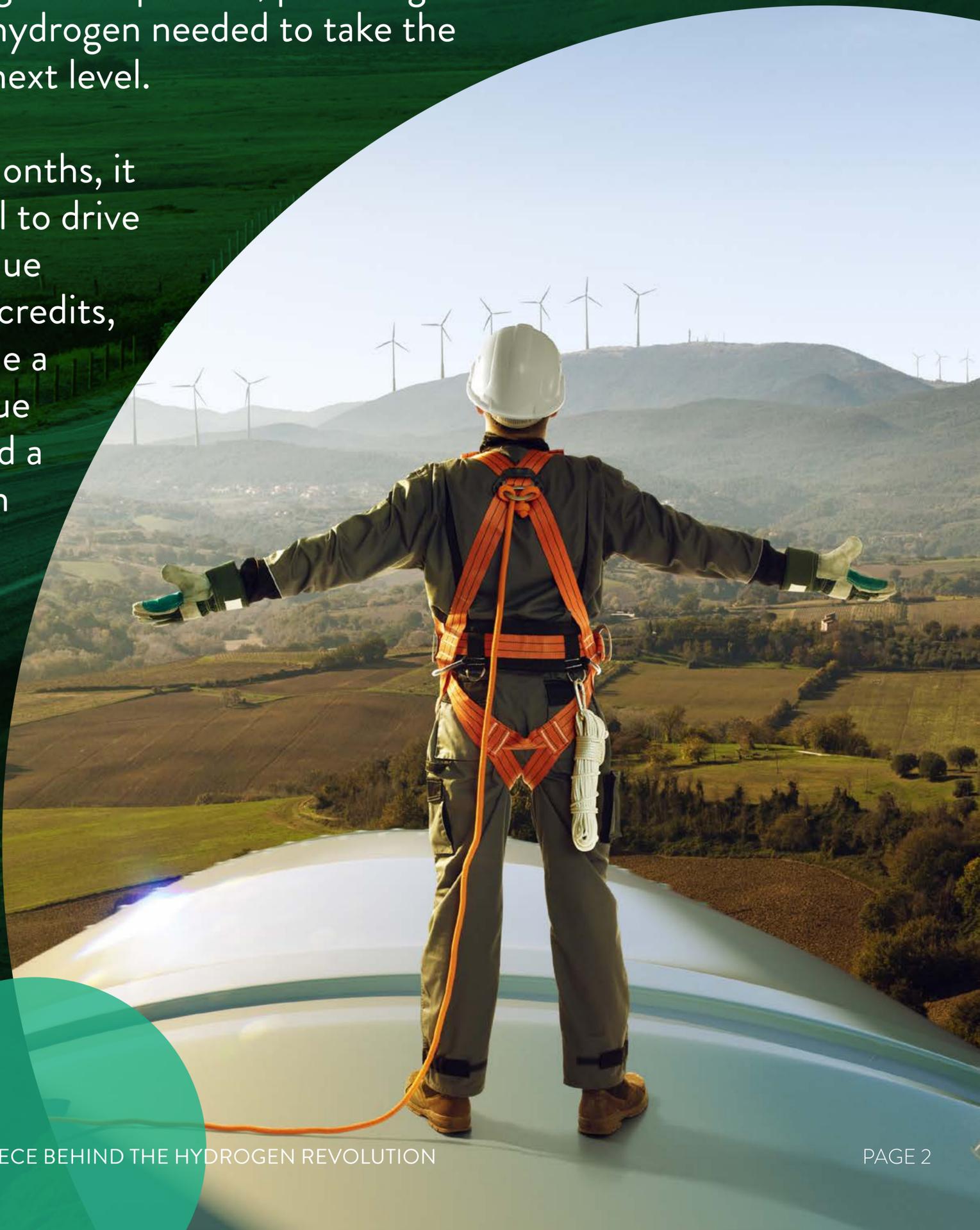
As regulations for carbon emissions in today's auto industry have changed, the push behind electric vehicles has made headlines over the last year.

WHY INVEST IN CLEAN POWER CAPITAL CORP.

CLEAN POWER CAPITAL CORP. IS AN INVESTMENT COMPANY WHICH OWNS 94.5% OF POWERTAP, A COMPANY WITH BREAKTHROUGH TECHNOLOGY IN THE GROWING HYDROGEN FUEL CELL EV MARKETS.

PowerTap plans to build out a network of hydrogen refueling stations based on existing IP and patents, providing the low-cost renewable hydrogen needed to take the industry to the next level.

In the coming months, it has the potential to drive significant revenue through carbon credits, which will provide a stream of revenue for PowerTap and a rapid payback on its investments.



- With tougher legislation and the need to combat climate change, auto manufacturers are now ramping up production of electric vehicles with both batteries (BEVs) and hydrogen fuel cells (FCEVs).

- The next step in the EV boom is heavy duty electric vehicles (FCEVs). Due to cost and payload issues, batteries are unlikely to be used for electric trucks and the economics favour the use of fuel cells powered by hydrogen.

- In the past year, there have been a number of announced agreements and joint ventures for the development of hydrogen powered fuel cells for heavy duty trucks.

This includes agreements and JVs from companies like Daimler, Volvo, Toyota, Hino, Kenworth, Hyundai, Nikola and General Motors. Some of these have already launched FCEV trucks with further launches in the next few years.

- Low-cost hydrogen refueling stations are the missing link needed to take hydrogen fuel vehicle growth mainstream, and significant investment opportunity exists for the companies working to solve this problem.

- Clean Power Capital Corp. is an investment company with a current focus in the health and renewable energy industries. Clean Power owns a 94.5% in PowerTap, its latest investment, which it purchased in October 2020.

- PowerTap is a supplier of hydrogen refueling stations. It owns the intellectual property of the revolutionary technology which uses onsite modular dispensing units to produce hydrogen through steam methane reforming (SMR).

- PowerTap plans to have one of the most advanced and smallest footprint SMR hydrogen production stations along with liquid storage for the trucking and automobile industry.

- With no overhead cost to transport the hydrogen to the refueling stations, PowerTap expects to sell its renewable natural gas-based hydrogen for US\$3.50/kg, the lowest in North America.

- Plus, in the near future, PowerTap plans to participate in the California Low Carbon Fuel Standard (LCFS) Carbon Credit program. Carbon credits received from this program will provide a stream of revenue for PowerTap and a rapid payback on its investments.

- PowerTap could be issued their carbon credits even before any hydrogen is dispensed at the refueling stations, simply by installing the hydrogen capacity.

- PowerTap has calculated that trading these carbon credits could generate a minimum of gross US\$1.3 million per station, per year, even before generating revenues from the sale of hydrogen.

- The company anticipates the installation of 500 stations in its hydrogen network, initially in California, over the next 5 years. In January 2021, PowerTap signed an agreement with Andretti Group to install PowerTap's modular hydrogen fueling stations at existing gas stations starting in California in 2021.



POWERTAP
— HYDROGEN —

TRIGGERING THE SHIFT TO HYDROGEN EVS

The United States is making a major shift in the auto industry, with strict emissions proposals expected to be issued this year from the EPA and California Air Resources Board (CARB).

And standards are expected to become even more strict over the next 5 years.

This has accelerated the push behind electric vehicles, including both battery (BEVs) and hydrogen fuel cell (FCEVs).

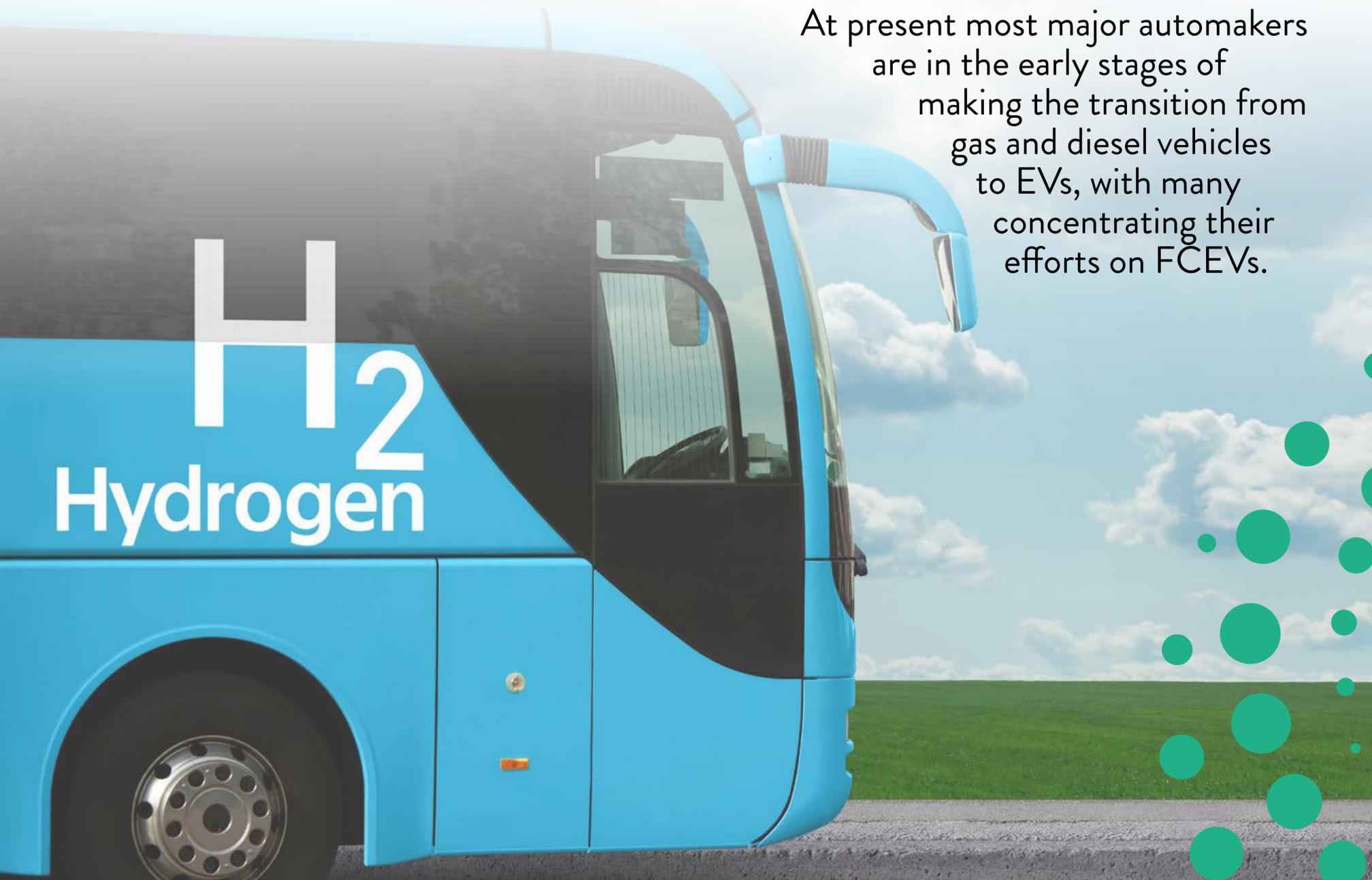
Auto manufacturers are now ramping up production of electric vehicles, with the next step being heavy duty electric vehicles.

Due to cost and payload issues, batteries are unlikely to be used for electric trucks and the economics favour the use of fuel cells powered by hydrogen.

Hydrogen is expected to be part of the climate change solution and McKinsey expects hydrogen will provide 18% of global energy by 2050.

The auto industry as a whole contributes around 17% to the global CO₂ footprint.

At present most major automakers are in the early stages of making the transition from gas and diesel vehicles to EVs, with many concentrating their efforts on FCEVs.



FCEVs produce electricity using a fuel cell powered by hydrogen, rather than drawing electricity from a battery, and are seen as another key technology for enabling CO₂-neutral transportation in the future.

But this shift isn't just being made in the United States. It's a trend sweeping the globe.

The European Union has agreed to implement stricter emission limits for heavy buses and trucks.

In China, thousands of e-buses already draw their energy from fuel cells.

In Japan and South Korea, manufacturers have partnered with their governments to heavily invest in an expansion of fuel cell technology for passenger vehicles and goods transportation.

Hydrogen-powered vehicles are commercially available now but are expected to become increasingly available over the next few years, particularly for trucks, buses, vans, trains, and forklifts.

Multiple initiatives are moving forward and beyond 2030, hydrogen is expected to increasingly be used to create renewable synthetic fuels to decarbonize commercial aviation and freight shipping.

Fuel Cell System for Heavy-Duty Truck



BIG NAMES ALL GETTING ONBOARD

AS REGULATIONS FOR CARBON EMISSIONS IN TODAY'S AUTO INDUSTRY HAVE CHANGED, THE PUSH BEHIND ELECTRIC VEHICLES HAS MADE HEADLINES OVER THE LAST YEAR.

But while the smaller sedans got much of the attention in 2020, now major automakers are turning to heavy-duty trucks for the next big opportunity.

For example, in October 2020, **Toyota** announced a joint venture with truck maker Hino USA to jointly develop a Class 8 hydrogen fuel cell truck for the North American market.

The companies will combine the newly developed Hino XL Series chassis with Toyota's proven fuel cell technology. The first demonstration vehicle is expected to arrive in the first half of 2021.

In April 2019, Toyota announced a separate collaboration with Kenworth Truck to develop heavy-duty hydrogen trucks for North America.



The new truck provides better packaging and an estimated driving range of more than 300 miles on a tank of fuel – double that of typical drayage trucks on the average daily duty cycle.

The debut vehicle is the first of 10 that are planned for freight duties in and around the ports of Los Angeles and Long Beach in California.

In November 2020, Daimler Truck and Volvo, two of the world's largest makers of heavy-duty trucks, joined the action.

They announced an agreement for a joint venture to develop fuel-cell systems for use in heavy-duty trucks.

Volvo plans to pay top dollar to purchase a 50% stake in Daimler's existing fuel-cell business for about €600 million (US\$652 million).

Both companies' goal is to start with customer tests of trucks with fuel-cells in about three years and to be in series production during the second half of this decade.

Daimler Trucks is pursuing similar vehicle schedules for the North American, Japanese and European markets.

In September 2020, Daimler presented a hydrogen fuel cell concept truck called the Mercedes-Benz GenH2 Truck.

The aim is to build heavy duty trucks that can perform flexible and demanding long-distance haulage operations with ranges of up to 1,000 km (620 miles) and more on a single tank of hydrogen.

Daimler truck lines include the Freightliner and Western Star brands in North America.

In July 2020, **Hyundai Motor**, the Korean automaker, announced it had delivered the first ten units of its new hydrogen-powered heavy-duty truck, the XCIENT Fuel Cell, to customers in Switzerland.

Hyundai states that this is the world's first mass-produced fuel cell heavy-duty truck.

Hyundai intends to roll out 50 trucks this year and a total of 1,600 units by 2025.



Daimler Trucks' Mercedes-Benz GenH2 Truck

The driving range for XCIENT Fuel Cell is about 400 km on a single refuelling, although it is developing a long-distance tractor unit capable of traveling 1,000 km.

It is aimed at global markets including North America and Europe.

Possibly the highest profile North American truck producer developing hydrogen-electric vehicles, is Phoenix-based Nikola.

In November 2020, Nikola announced the signing of a non-binding Memorandum of Understanding with General Motors for a global supply agreement related to the integration of GM's Hydrotec fuel-cell system into Nikola's commercial semi-trucks.

Nikola and GM will work together to integrate GM's Hydrotec fuel-cell technology into Nikola's Class 7 and Class 8 zero-emission semi-trucks for the medium-and long-haul trucking sectors.

As previously announced, Nikola expects to begin testing production-engineered prototypes of its hydrogen fuel-cell powered trucks by the end of 2021, with testing for the beta prototypes expected to begin in the first half of 2022.

Nikola's business partners and investors include truck maker Iveco, Bosch, Hanwha Group, Wabco and NEL Hydrogen.

Nikola reportedly has a US\$14 billion backlog of hydrogen truck orders.

Bus manufacturers are also trialing buses fueled by hydrogen and fuel cells. These include bus makers, Solaris, Van Hool and VDL.



Long Haul Truck (Class 8) Fuel Comparison

FUEL TYPE ₁	Driving Range (Miles)	Fueling Time (Min)	Cost/Mile (cents)
CNG	370	15-30	36.78
Diesel	812	15-30	33.44
Battery Electric ₂	400	480	37.5
Hydrogen	900	15-30	15

Source: PowerTap. (1) All fuel costs exclude incentives. (2) No battery electric long-haul trucks expected. Source: PowerTap presentation

WHAT IS A FUEL CELL?

A fuel cell is like a battery which generates electricity from an electrochemical reaction.

Fuel cells are electrochemical devices that produce electricity and heat from a fuel (often hydrogen) and oxygen.

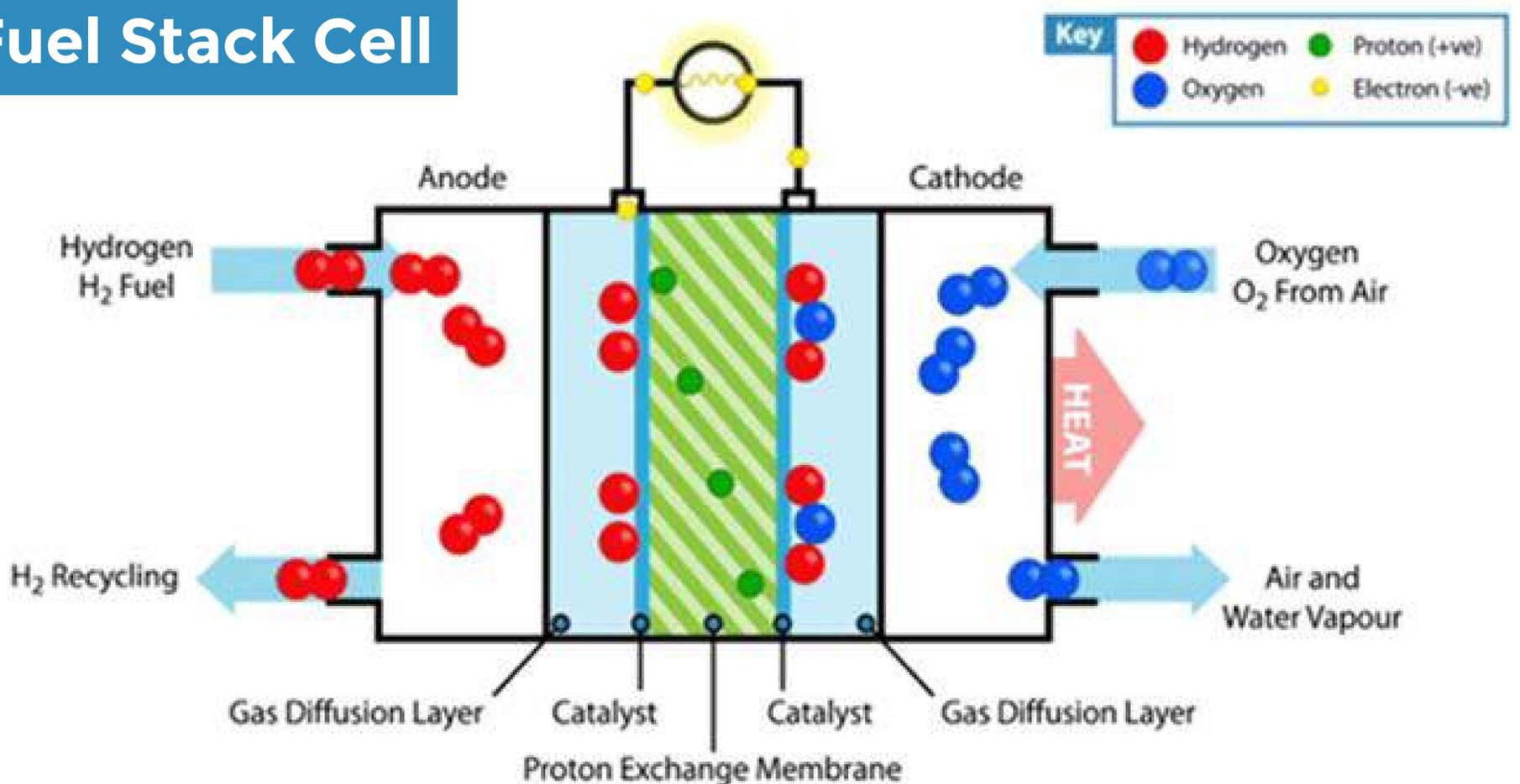
Unlike conventional engines, they do this without burning the fuel and are therefore generally cleaner and more efficient.

Fuel cells generate electricity by an electrochemical reaction in which oxygen and a hydrogen-rich fuel combine to form water.

Unlike internal combustion engines, the fuel is not combusted, the energy instead is released through electrochemical reactions.



Fuel Stack Cell



APPROACHING A TIPPING POINT FOR HYDROGEN

Although hydrogen is in its infancy as a fuel source, its future is incredibly bright.

The fuel cell is on the rise in the auto industry, but it could soon take off as prices are reaching a tipping point.

While oil (gas and diesel) has always been a cheaper, high density source of energy, PowerTap and other companies are developing technology that could change that quickly.

The adoption of FCEVs is initially expected to have higher penetrations in heavy-duty vehicles, trucks, buses, and vans.

That's because larger vehicles require larger and more expensive batteries which negatively impact payloads.

Fuel cell trucks are regarded as an economical, emission-free alternative that permits large payloads as well as having significant ranges and fast refueling cycles.

But even without the financial incentive, regulations on carbon emissions are making an alternative to oil necessary...





And hydrogen is the perfect carbon-free alternative.

It is expected that hydrogen can eventually be sold at the filling station at a similar price level to diesel.

The Hydrogen Council, an industry focused organisation, believes that hydrogen is a central pillar of the energy transformation required to limit global warming.

It envisages hydrogen powering more than 400 million cars, 15 to 20 million trucks, and around 5 million buses in 2050, which constitute on average 20 to 25% of their respective transportation segments.

Since hydrogen plays a stronger role in heavier and long-range segments, these 20% of the total fleet could contribute more than one-third of the total CO₂ abatement required for the road transportation sector¹.

And some of the biggest delivery companies in the United States, including FedEx and UPS, are also investing in fuel cell truck technology in order to reduce their carbon footprint.

Now, the combination of tougher legislation on diesel transport in many regions, government incentives, and advances in fuel cell technology are all pointing to FCEVs as the transport option of the future.

¹https://hydrogencouncil.com/wp-content/uploads/2020/01/Path-to-Hydrogen-Competitiveness_Full-Study-1.pdf

POTENTIAL TO DRIVE HUNDREDS OF MILLIONS IN REVENUE FROM CARBON CREDITS

POWER TAP EXPECTS TO DRIVE REVENUE EVEN BEFORE DISPENSING ANY HYDROGEN TO CARS ON THE ROAD.

That's because California will be offering carbon credits through their Low Carbon Fuel Standard (LCFS) Credit program in efforts to reduce greenhouse gases.

These carbon credits can even be granted to companies producing hydrogen before dispensing any hydrogen from these refueling stations just for installing fueling stations and having the hydrogen capacity.

PowerTap would likely be eligible to receive these credits after installing their modular fueling stations.

And they can produce revenue by selling these carbon credits to other companies on an ongoing basis on the emission trading markets.

These are in high demand for companies like Big Oil, who need to buy these credits to offset all the carbon emissions and reach their targets to avoid major issues.

With the size of their stations and the amount of hydrogen they could produce, conservative estimates say PowerTap could earn \$1.5 million per year in carbon credits.

And should they achieve their initial launch of 500 stations in the state of California, their network has the potential to generate up to hundreds of millions in revenue from these credits each year, before taking into account any revenue sharing arrangements.

This has already been a massive revenue driver for major companies like Tesla, which received over \$1.5 billion in carbon credits in 2020.

And soon, PowerTap hopes to follow a similar path to drive revenue even before FCEVs hit the mainstream.

OVERVIEW OF CLEAN POWER CAPITAL CORP.

CLEAN POWER IS AN INVESTMENT COMPANY WITH A CURRENT FOCUS IN THE HEALTH AND RENEWABLE ENERGY INDUSTRIES. CLEAN POWER OWNS 94.5% IN POWERTAP, ITS LATEST INVESTMENT, WHICH IT INVESTED IN OCTOBER 2020.

Clean Power now has ten investments in a variety of sectors having successfully held C\$120 million in investments during the past fiscal year and returned capital to its holders through the distribution of prior investments.

In October 2020, Clean Power completed its latest investment through the acquisition of a 94.5% equity interest in PowerTap.

Clean Power paid an aggregate of 106.2m common shares at a deemed value of C\$0.30 per share.

The strategy of Clean Power is that investments that have been and will be acquired and held for short-term gains, income generation, or long-term capital appreciation, depending upon the specific investment.

The paramount goal of the company is to generate maximum returns from its investments and to seek liquidity in its investments.

Clean Power was previously known as Organic Flower Investments Group and changed its name in November 2020.



RECENT FINANCING

IN OCTOBER 2020, LEAN POWER COMPLETED A NON-BROKERED PRIVATE PLACEMENT OF 5.2M UNITS OF THE COMPANY AT A PRICE OF C\$0.25 PER UNIT FOR GROSS PROCEEDS OF C\$1.3 MILLION.

Each unit consists of one common share and one warrant. Each warrant entitles the holder to purchase one additional share at a price of C\$0.50 per share for a period of five years from the date of issuance.

In August 2020, Clean Power completed a non-brokered private placement of 50.0m units of the company at a price of C\$0.07 per unit for gross proceeds of C\$3.5 million.

Each unit consists of one common share and one warrant.

Each warrant entitles the holder to purchase one additional share at a price of C\$0.50 per share for a period of five years from the date of issuance.

SHAREHOLDER BASE & SHARE STRUCTURE

CLEAN POWER IS OWNED 90.1% BY RETAIL INVESTORS AND THE MANAGEMENT AND INSIDERS OWN 9.1% OF THE SHARES ON A FULLY DILUTED BASIS, INCLUDING OPTIONS AND WARRANTS.

The share structure as at April 9, 2021 is shown in the table below.

SHARES ISSUED	282.9M
WARRANTS	20.7M
OPTIONS	15.0M
FULLY DILUTED SHARES	318.6M

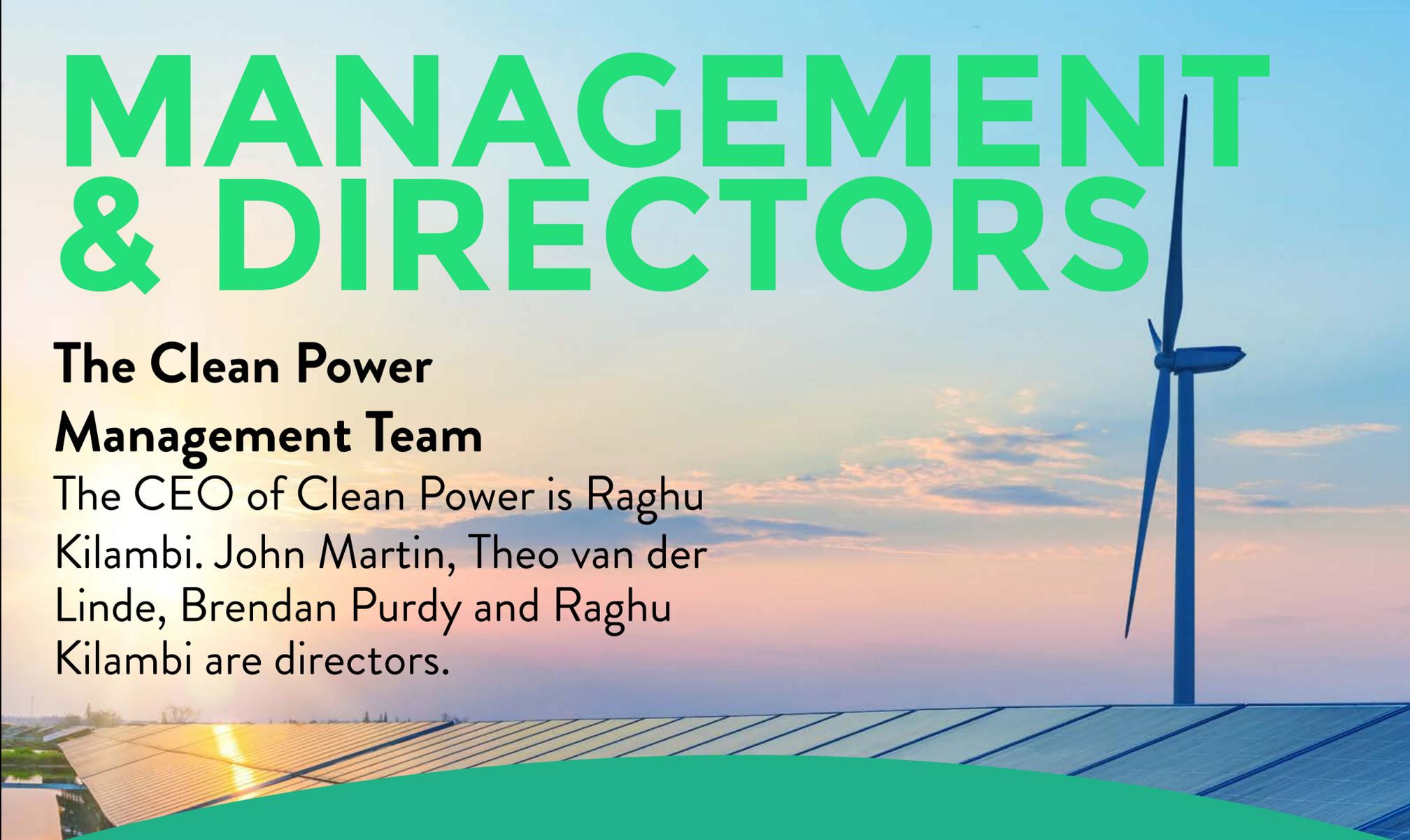
The company's shares are traded in Canada on the CSE under the symbol MOVE, in the US on the OTC under the symbol MOTNF and in Germany on the Frankfurt Stock Exchange under the symbol 2K6A.

The company is currently seeking a Nasdaq listing.

As at the end of September 2020, the company had C\$0.53m debt and cash of C\$0.34m.



MANAGEMENT & DIRECTORS



The Clean Power

Management Team

The CEO of Clean Power is Raghu Kilambi. John Martin, Theo van der Linde, Brendan Purdy and Raghu Kilambi are directors.

The PowerTap Management Team

Raghu Kilambi, CEO and CFO

Raghu Kilambi is an experienced investor and entrepreneur with over 25 years of global business experience in public and private investments, building businesses and creating shareholder value. He has raised over US\$1 billion of equity and debt capital for private and public companies and been involved in many M&A acquisitions and exits. Raghu's experience includes operational management, financial reporting, corporate governance, corporate finance, public offerings, strategic acquisitions and investments, international business development, merchant banking and corporate restructuring in sectors including technology, telecom and mobile.

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

In addition, Raghu was previously the Co-Founder, CFO and Chief Strategy Officer of a leading VC-backed first-generation application hosting company that grew from start-up to US\$140 million in annual revenues and a peak Nasdaq market capitalization of over US\$2 billion.

Raghu has also been an investor in companies that were acquired by Yahoo, eBay and CGI. He graduated with Great Distinction with a Bachelor of Commerce and a Graduate Diploma in Public Accounting from McGill University, and qualified as a Canadian Chartered Accountant (inactive).



Salim Rahemtulla, President

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

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

Over the past decade, Salim has been involved in several real estate and renewable energy start-up companies, most significantly, Foton Technologies, a renewable energy company that has developed a proven clean, green gasification technology to produce electricity using opportunistic biomass feedstock and municipal solid waste and a real estate fund under the auspices of a Southern California-based investment bank.

Also, during this time, he supported the Navy and Marine Corps warfighter as a director of asset/facilities management overseeing the planning and development of mission-critical projects at a US naval installation, some of which were in support of RDT&E and mission-focused warfare center facilities projects.

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

Kelley Owen, Chief Operating Officer

Kelley Owen has over 25 years of experience in executive business management and IT consulting, including senior management positions in several corporations. At Discount Tires, he served as a director and member of the executive management, sharing responsibility for the operation of the company's 135 locations with over 800 employees throughout California and Arizona. At International Transportation Services (Kline), he acted as director in charge of Information Technology and member of the executive management team operating four terminals with over 500 employees consisting of Long Shore Union members and management personnel transporting cargo worldwide.

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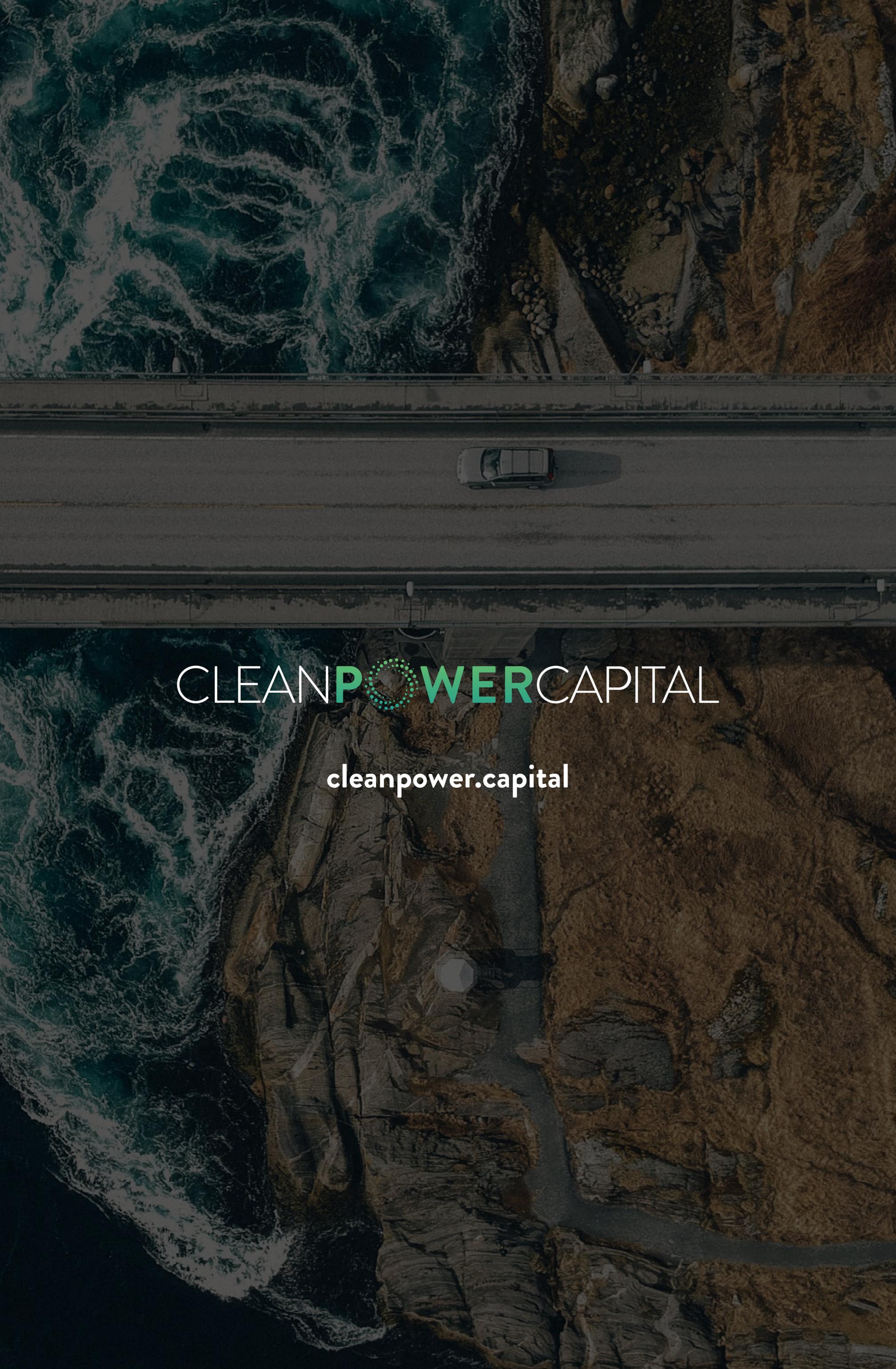
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An aerial photograph of a highway bridge crossing a river. The river has turbulent rapids with white water. A dam is visible in the background. A single car is driving on the bridge. The image is darkened for text overlay.

CLEAN **P**OWER CAPITAL

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