



**Abundant domestic
clean fuel for the
transportation industry.**

BIOF

Blue Biofuels (**OTCQB: BIOF**) is a publicly traded company on the **OTC** with regulated reporting and transparency.

\$50 Million

present valuation
(\$0.15/share, 320 million
shares outstanding)

\$96 Million

Avg annual EBITDA
projection
For first 25-30 MMGPY
Cellulose-to-ethanol and
ethanol-to-SAF plant

\$1.9 billion

Total EBITDA on
first 25-30 MMGPY
capacity
over 20 years

6.2 billion kg

Cumulative CO₂ reduction
over 20 years
on 25-30 capacity plant alone

A Big Problem

Countries are now mandating sustainable aviation fuel for their airlines, but the demand will outpace supply by at least 100x over the next decade, leaving the \$200B+ aviation jet fuel industry reliant on CO2-heavy fuels.

Sustainable Aviation Fuel (SAF) Shortages

<1%

of jet fuel is produced from sustainable sources.



Governments mandate SAF for their airlines.

84%

of global energy is still sourced from non-renewable fossil fuels

The Blue Biofuels Solution



Cost efficiency in process and feedstock, which makes our solution economically viable and obtainable;



Abundantly available feedstock (king grass, sugarcane bagasse, corn stover), which makes our solution truly scalable;



True clean biofuels, with industry leading carbon reduction of 83%;



Proprietary and patented technology.

SAF Market Opportunity

The global jet fuel market is projected to grow to 150 billion gallons by 2030

Total Addressable Market

150B

gallons of jet fuel purchased annually

8.2B gallons projected to be SAF in 2030

US Domestic Market Size of SAF in 2030

2.7B

Expected Blue Biofuels Capacity in 2030

100M

Business Model & Go To Market



Direct Sales

\$6–8/gallon SAF
To Airlines & Fuel Blenders,
excluding government credits

Demand growth resulting from

1–5% SAF

Present government
mandates in various countries

10%

SAF Grand Challenge target of
10% of jet fuel to be SAF by 2030

Competitive Overview – Cellulosic Ethanol

Category	Blue Biofuels				Raizen (Brazil)	Prior US Cellulosic Ethanol Producers
Feedstock	King Grass	Sugarcane Bagasse	Miscanthus	Corn Stover	Sugarcane Bagasse	Corn Stover
Harvest	Year-round	Year-round in tropics	Can harvest year-round	Seasonal harvest	Year-round	Seasonal harvest
Feedstock dry tons per acre	35-45	5-6	8-12	2-5	5-6	Around 2-5
Feedstock Cost per Ton	\$39/ton	\$38/ton	\$75/ton	\$80-100/ton	\$38/ton	\$80-100/ton
Conversion Rate	85-92 gallons per dry ton				70-80 gallons per dry ton	~ 70 gallons per dry ton
Technology	Patents & Trade Secrets				Patents & Trade Secrets	Patents & proprietary enzymes and yeast
Operating Costs (incl feedstock)	\$1.75/gal	\$1.75/gal	\$2.10/gal	\$2.50-3.00/gal	\$2.17/gal	\$3.50-\$4.55/gal
Commercial Scale	Start up to 50 plants in Florida	Second phase		Third	Existing operations and expanding	All Failed

Competitive Overview – Sustainable Aviation Fuel

Unleashing the Energy in Cellulose Allows for a More Sustainable Future

Category	Blue Biofuels' Cellulosic SAF	SAF from Used Cooking Oil	Jet Fuel from Corn
EPA RINs (Renewable Fuel Credits)	D7 RIN	D4 RIN	No approved pathway to RINs
CFPC (Clean Fuel Production Credit)	Qualifies	Qualifies	Does not qualify
LCFS (Low Carbon Fuel Standard)	Qualifies	Qualifies	Does not qualify
Total Revenue per Gallon incl credits	\$11.00/gal	\$11.00/gal	\$3.48/gal
Feedstock Option	King grass, sugarcane bagasse, miscanthus, etc.	Used cooking oil; expensive to collect	Corn
Potential Domestic Supply	Total domestic jet fuel consumption	200-300 million gal/year SAF	6 billion gal/year jet fuel
Operating Costs per Gallon, incl feedstock	\$3.24/gallon SAF	\$5.00 - \$7.25/gallon SAF	\$5.00 - \$7.50/gallon SAF
Greenhouse Gas Reduction	80-100%	60%	<25% (does not qualify for SAF)

Another Problem: Lead in 100LL Aviation Gasoline

Demand for 100 Low Lead Avgas (100LL) stems from the piston-engine general aviation fleet's high octane fuel requirement.

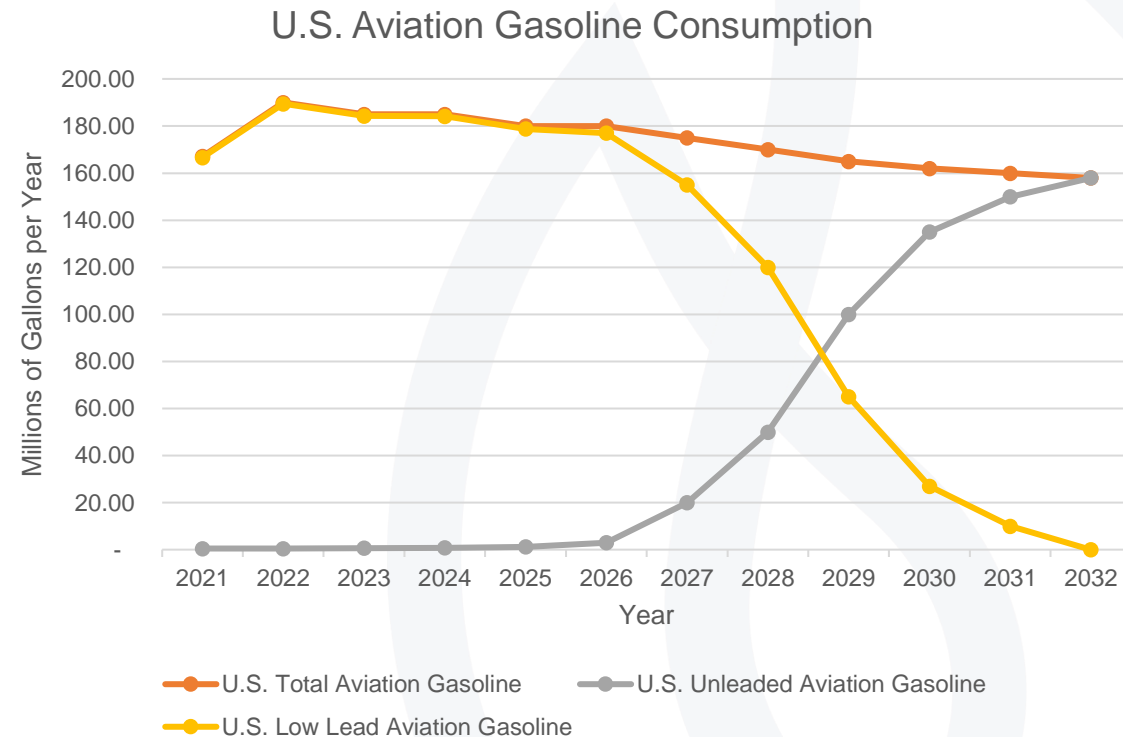
Lead is a poison and air pollutant.

Europe intends to ban 100LL fuel because of its lead content.

America will follow suit.

Blue Biofuels intends to produce and sell 100UL (unleaded) aviation gasoline to replace it.

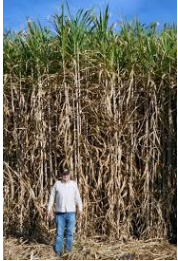
Solution: 100UL (unleaded) Aviation Gasoline



Cellulosic Biofuels

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King Grass



Farm Waste







Forest Waste



Blue Biofuels' patented CTS Process converts a wide variety of plant-based cellulose into sugar quickly and economically. The sugar is converted to ethanol.



The licensed **Vertimass Process** converts ethanol into SAF, high octane gasoline, unleaded aviation gasoline, and renewable propane.

- Renewable Gasoline 
- Synthetic Aviation Fuel 
- Unleaded Aviation Gasoline 
- Renewable Propane 

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Next Steps

Raising **\$15MM** to complete integrated demonstration units and FEL-3 for cellulose-to-ethanol facility and ethanol-to-SAF facility, as prerequisites for funding and derisking the first production facilities: A) a 25 MMGPY cellulose-to-ethanol facility and B) a 60 MMGPY ethanol-to-SAF facility.

Use of Funds

Month 0-6 Funding	Step 1) \$3M	\$2,000K Run IDUs for 120 days	\$1,150K G & A
Month 6 Funding	Step 2) \$10-12M	\$2-4M Final Engineering & Design FEL-3 for ethanol-to-SAF facility	\$350K Permits to build facilities
Month 10-30 Funding	Project Financings	\$6 M Final Engineering & Design FEL-3 for cellulose-to-ethanol facility	\$500K Uplist to Nasdaq
		Construct ethanol-to-SAF facility	
		Construct cellulose-to-ethanol facility	

Key Management Team

Experienced and Diverse Team of Innovators



Ben Slager, MBA
CEO, CHAIRMAN

- Serial entrepreneur, 30+ years developing innovative technical companies in green energy, pharmaceutical, and financial security industries.
- 100+ patents worldwide.
- 3 prior sales to multinationals.



Anthony Santelli, Ph.D.
CFO, BOARD MEMBER

- Serial entrepreneur: various private and micro-cap publicly traded companies in mining, energy, and alternative energy sectors.
- 18 years as money manager

Key Management Team, cont'd

Experienced and Diverse Team of Innovators



Kevin Hissem

ENGINEERING DIRECTOR

- Ex-President of Specialty Fabrication, largest fabrication/machining facility in Southeastern US, specialized in power generation, aerospace, nuclear, DOE, and DOD.
- 11 certifications/licenses and 3 patents.



Eric Libra, Ph.D.

VP OF TECHNOLOGY

- Career spent in process and scale-up technologies in Pharmaceutical and Specialty Chemical fields
- Scaled products from laboratory and pilot to large scale production.
- PhD in Chemistry

Key Management Team, cont'd

Experienced and Diverse Team of Innovators



George Bolton

BOARD MEMBER

- Expert in implementing new technologies in the agriculture industry.
- Managed fertilizer plant, developed/integrated precision farming system.
- International thought leader on agricultural carbon intensity.



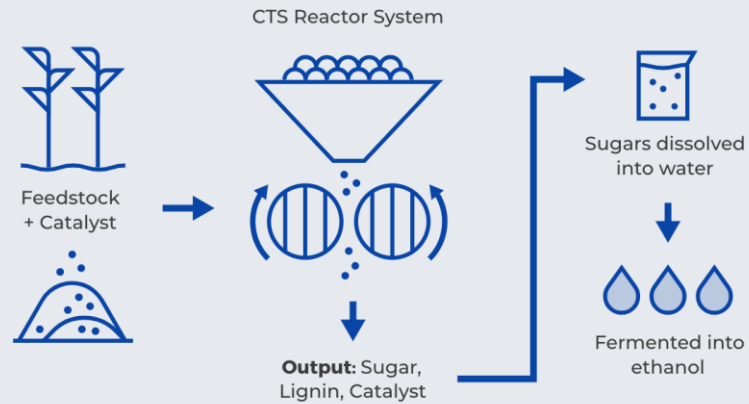
Chris Kneppers

BOARD MEMBER

- Mechanical Engineer with 45 years experience in construction - large civil works, diesel generation, and solar installations.
- Board, ex-Principal MKA International, Inc., multi-disciplined Construction and Engineering Consulting firm.

Traction

Ready for commercialization



Development finalized and ready for commercialization.

Our Patented & Proprietary Cellulose-to-Sugar (CTS) technology to produce biofuels from cellulose and the patented technology that produces SAF from ethanol are fully developed and ready for upscaling and production.



Land for the first production facility is secured.



Deeply experienced team with previous exits.



\$1.35 Million Department of Energy grants secured



MOU with World Energy Sustainable Products to purchase all quantities of biofuels. Capability to sell to multiple airlines.



Financials – First Plant in Florida

Blue Biofuels plans to become profitable in first year of production

Projections show 25 MMGPY cellulose-to-ethanol and half of 60 MMGPY ethanol-to-SAF

	Y1	Y2	Y3	Y4	Y5	Y6
Revenue	\$0	\$0 MM	\$0 MM	\$137.7 MM	\$254.6 MM	\$259.6 MM
Raw Material Costs	\$0	\$0 MM	\$0 MM	\$27.4 MM	\$50.7 MM	\$51.7 MM
OPEX (not incl raw materials)	\$3.5 MM	\$8.7 MM	\$8.7 MM	\$60.6 MM	\$96.6 MM	\$98.6 MM
CAPEX	\$9.5 MM	\$139.8 MM	\$139.8 MM	\$0 MM*	\$0 MM*	\$0 MM*
EBITDA	(\$3.5 MM)	(\$8.7 MM)	(\$8.7 MM)	\$49.7 MM	\$107.3 MM	\$109.3 MM

ASSUMPTIONS

- ✓ *Y4-6 assumes no Capex expansion; subsequent plants will be built.
- ✓ Market price of ethanol, 100UL aviation gasoline, SAF, and racing fuel
- ✓ Market price of RINs (EPA Renewable Fuel Credit)
- ✓ Clean Fuel Production Credit Carbon Index Score (Inflation Reduction Act)



Forward Looking Statements:

This document contains forward-looking statements. Statements other than statements of historical fact contained in this document may be forward-looking statements, including, without limitation, management's expectations, intentions and beliefs concerning the results of operations, performance, business prospects, and opportunities of Blue Biofuels, Inc., the general economy, the future financial position or results of Blue Biofuels, Inc., business strategy, growth opportunities, and plans and objectives of Blue Biofuels, Inc.. Prospective investors can identify many of these statements by looking for words such as "believe", "expects", "will", "intends", "projects", "anticipates", "estimates", "continues" or similar words or the negative thereof. There can be no assurance that the plans, intentions or expectations upon which these forward-looking statements are based will occur. Forward-looking statements are subject to risks, uncertainties and assumptions and should not be read as guarantees or assurances of future performance. Accordingly, prospective investors are cautioned not to place undue reliance on any forward-looking information contained in this document.

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Some of the factors that could affect future results and could cause results to differ materially from those expressed in the forward-looking statements contained herein include: reliance on key personnel, general economic conditions, Blue Biofuels, Inc. limited operating history, industry conditions and trends, volatility of commodity prices, the lack of availability and cost of raw materials, uncertainty of future contractual terms, failure to secure patents or to maintain exclusive licenses, currency fluctuations, environmental risks, competition from other industry participants, the lack of availability of qualified personnel or management, and ability to access sufficient capital from internal and external sources. The information contained in this document may identify additional factors that could affect the operating results and performance of Blue Biofuels, Inc.

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