

Development & Innovation

H2 vs Diesel (on the job) Operation

Truck Stops, Refers, mining, logging, construction sites.

a 14kw H2 Fuel Cell vs Diesel @ 1.3 gal/hr
24/7 run time for calculation purposes

		Back-up Gen	Construction Site		
	\$/unit	1 month	12 months	gal Fuel	
Diesel	\$1.172	\$4,240.830	\$50,889.960	11,476	
H2	\$0.041	\$1,020.715	\$12,248.579	78,575	24%
Business Case to offset GHG value			\$38,641.38	Savings	
			-\$4,118	\$42,759.38	Offset

100% ROI in about 2-3
years
Fuel Cell Cost ~\$90k USD
Then annually offset grows

This does not yet include the grants and subsidies possible for H2 Fuel Cells and GHG offsets.

New Construction Case: Service & Truck Stop

- GHG reduction programs – ask zz SMRT for analysis terms.
- Processes and infrastructure can be monetized and packaged.
- For example: Projects up to 3 years, up to 50% of eligible project costs can be recovered a single initiative program. (30 – 50 % regularly seen)
- Application process-based funding opportunities for years to come.
- Different aspects can be separate programs and seek own funding in some cases.
 - Provincial Building and Facility – up to 50%
 - H2 Power infrastructure partnering and use – up to 50%.
 - Fueling Stations have received about \$5m individually.
 - EV Chargers – save up to \$50k from conventional setup. Up to \$100k rebates in some cases
 - Offset certain construction costs, as in above example.
- Qualifying Research or innovation level projects may qualify for further funding.
- Partnering with an innovation company expands the reach and scope. Boast labels like Green and Neutral and significantly increase the value of the property.

