



PV Trucking Australia



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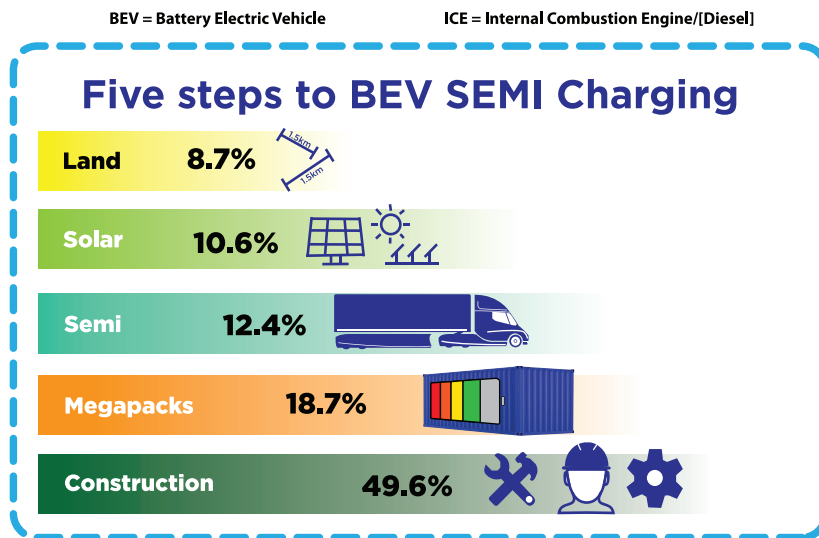
Why BEV?

1. Much lower running costs
 2. **10x Safer** with FSD and AP (Tesla Autopilot)
 3. **100% CO2 savings with PV Solar powered** charging
 4. 50% savings to operational costs 'pre' FSD and **80% 'post' FSD**
- Any BEV will on average cost **90% less than an ICE vehicle** to maintain.

Savings include

- a) **'no brake replacements'** - as 98% of braking is the electric motors regenerating/recharging power in to the battery pack.
- b) **'no oil or coolant'** - as the electric motors are air-cooled, and have no moving parts (other than the 'direct drive shaft') - nothing is required to maintain them over the 1,600,000KM+ life span.
- c) **'no transmission'** - as the motors directly adjust speed, there is no transmission/gear system to maintain.

Quick-pitch: With only a small investment from a trucking company, and a commitment to replacing 50x ICE trucks with the Tesla SEMI, we can run 100% of the Tesla fleet from PV Solar farms and the entire cost of the new Tesla trucks (SEMI) and the 6x Solar farms is funded by the saved ICE fuel cost!



Performance - Loaded & Unloaded



THE STORY

We have drafted a plan that requires a 'shipping partner' to contribute just 5% of the total \$120M-AUD cost, this investment Plus 15% secured from the private sector and the remaining 80% (\$96M) as a Gov investment (Covid stimulus) 8-year loan.

These funds will purchase the required 50x BEV Trucks and land for 6x 'filling stations' (all 100% PV Solar powered)

Taking 50x ICE trucks off the road ('now', under 24-months roll-out) this also opens up the path to a 5-year road-map to remove ALL 6,000x ICE trucks from Australian roads in 5-8-years.



CHARGING POWER DELIVERY:
 The central issue with DC charging of a BEV is simply the POWER DELIVERY required!

When you want **1.5MW** this is the same as **12x 125KW-DC** car chargers running at 100% (simply not possible on many AUS electricity grids!)

Order Of Magnitude [OOM]
 If you look to the left, you see a **QLD 50KW-DC** and a **Tesla-125KW-DC Car 'SuperCharger'** car charging station. The cost to install a 6-bay Tesla 125KW SuperCharger site is approx \$600K-AUD



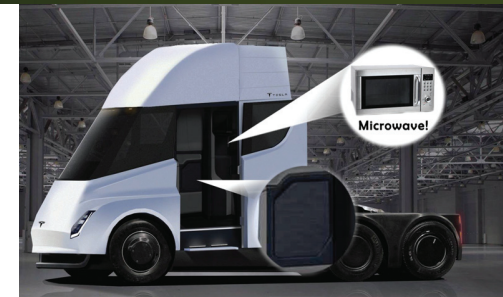
Tritium charge QLD Gov approx **\$160,000** for **ONE 50KW DC Station** install.
 Tritium sell a **DUAL BAY 2x175KW (350KW)-DC** site for approx \$280,000 EACH. **[OOM: 12x \$160K = \$1.9M]**

Tesla has invested **\$30M-AUD** rolling out 35x Car charging [SuperCharger] Sites(AU), as **MEGA-CHARGERS** are **10:1 MORE in cost [OOM]** - this would mean 'grid-powered' more than **\$300M** would need to be invested to establish a similar quantity of 'MegaChargers'.
 As you can see from this document, the plan to build 'solar+charger' makes more economic sense!

Central driving position
 - no need for LHD/RHD conversion for US imports

Dual Displays
 -Left display for mirror and "driver" info
 --Right display for mirror and WEB-API for logistics scheduling

Cabin allows for driver break-room comforts including space for a microwave oven and 2nd seat for breaks or passenger.



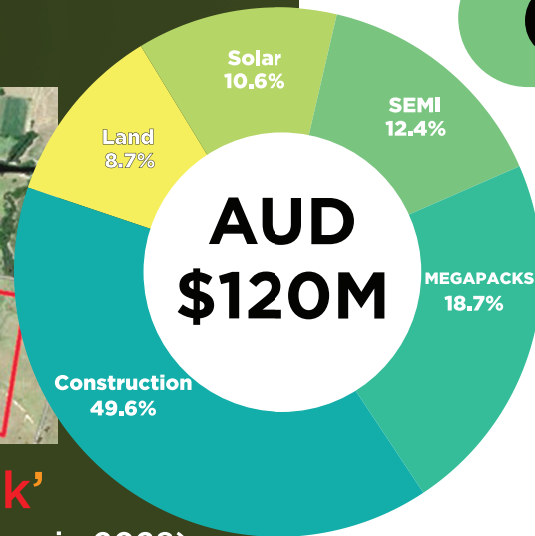
RECHARGING REQUIREMENTS

1.5MW
Charging Stations
'MegaChargers'



6x Solar Farms
'Filling Sites'
8MW-35MW
STAGE 1 STAGE 2

LAND Investment
\$10.4M
Expected Land Cost: \$1.7m per site x6
(AUD) in Q4-2020



Each site will include: **7MWH-21MWH 'MegaPack'**
(\$27M is the Projected Value of EACH 16MW Solar farm in 2028)

STAGE 1 - Capital Investment Overview

8MW per site
40MW as **5x 8MW farms**
SOLAR PANELS

40MW = 86,000
8MW = 17,200

\$12.7M AUD total per 40MW

Solar Investment: \$12.7M



COST: \$14.3M



50
BEV SEMI



AUD Values on this page assumes 1-AUD = USD @ \$0.57~\$0.62 at time of payment

50x \$285K AUD each

45x NEW Full-Time Jobs

are created for the
planning and construction
of 'STAGE-1'

(many will stay on longer than the 24-Months
needed to complete Stage-1)
Stage-2 will see the shipping partners fund
adding capacity to 35MW per farm



Utility Scale Mobile 7MWH
energy distribution/trading packs
@ 88c 1x 7MWH 'shipment' = \$5.6K - See Page-8 for data...



MEGA PACK
7MWH

Site#6 will be 'on-grid'
WITH Mega Pack in Stage-1

7MWH per site \$3.7M AUD each 7MWH Pack (6x)

Investment: \$22.2M

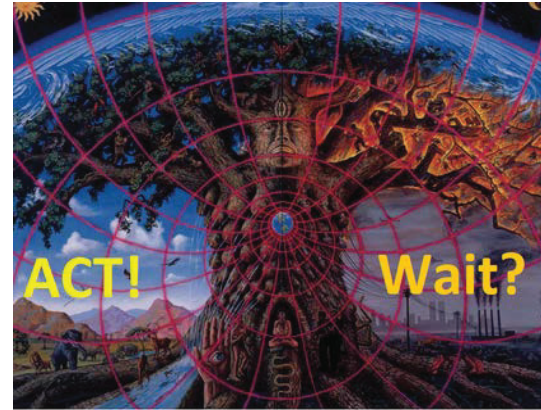


Tesla will build Solar farms and 1.5MW charging infrastructure here (AU) in 2028...

However, if we **ACT NOW** (Q3-2020) we can accelerate this to DIY the power systems to allow **1.5MW Truck charging** by Q2-2021

SAVING US 6-YEARS!

Tesla has an announced plan to roll out such systems in the USA from Q2-2021, but, this all takes time, and the USA is their main market, so, we will need to **act now or wait a long time** in the queue...

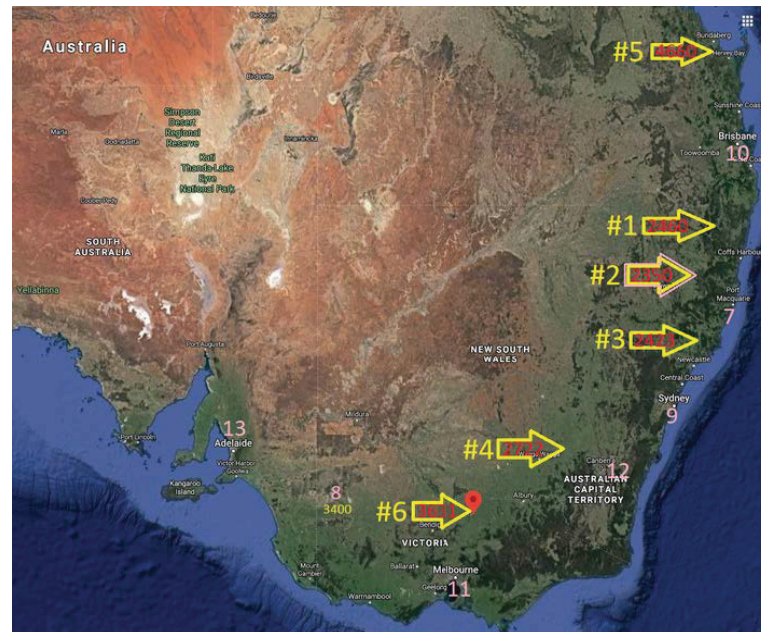


Below shows the initial 6x 600-acre sites for 'stage-1'

(in 'pink' are the next proposed 7x possible locations for stage-3 to begin in 2025)

6x Stage-1 'Solar-Farm/Filling':

- #1. Meonva Ln, Clarenza Grafton NSW 2460
- #2. Platform Rd, Armidale NSW 2350
- #3. Keels Rd, Bulahdelah NSW 2423
- #4. Ferry St, South Gundagai NSW 2722
- #5. 104-98 Isis Jct Rd Isis River QLD 4660
- #6. (tentative): 2 Waterbird Ct Kialla VIC 3631



How do the numbers look?



The shipping partner can add-on extra trucks for only 70% of ICE fuel cost 'saved' to get to Stage-2
In Stage-3 the 'cost' per truck (added) will be under 40% of 'saved fuel'

With only a **\$6M-AUD** investment and the 'saved fuel costs' (**\$7.5M-AUD PA**) for **8,000,000KM** Paid back into the project by the 'shipping partner'
This project will have a 'pay-back' life of just 8-9-years
The 'shipping partner' benefits from lower operating costs and exclusive use of 50x new 'free' BEV Tesla SEMI Trucks

FUNDING: \$120M-AUD (Stage-1)

- 5% 'shipping partner' (deposit)
- 15% 'private investment' (paid back @ 2:1 in 36-months)
- 80% QLD-Gov 2.5% loan, 36-months deferred payments -

END OF TERM:

After 8-years @ \$7.5M PA 'paid back' to the project **[8x \$7.5M + \$6M = \$66M]**
the 'shipping partners' may buy out the project for 130% of the \$40~\$58M balance owing, or, hand-back the 50x trucks and their 'part-ownership' of the project 'stage-1'

The introduction of additional trucks/partners will lower the 'balance' by paying in 70% of 'saved fuel' (30%+ Fuel savings)



Size: Each 500W panel is 25KG
[2M long by 1M wide]

Energy:
Produces 2.5KWH of energy
per day *365 = 0.91MWH PA

ROI:
A 16MW Solar farm will generate
more than: 29,000MWH[29MWH] PA
of 'usable/saleable' energy
- at \$0.22c per 1KWH
this totals \$5.8M-AUD PA

29,000/7=4,150 -- \$5.8/4150=\$1400@22c -- 4x\$1.4K=\$5.6K



**WHY HAVE
650,000 people
Placed a CyberTruck
on order?**

The 'ute' buying market (like car buyers)
have now recognised the FACT the Tesla simply
delivers the 'BEST IN CLASS' - Value products!

Stage-1 opens up BEV shipping
runs from BNE<->SYD with 3x
charging locations between cities
and an additional charging site
north of Brisbane and west of
Sydney (a sixth station will be
provisioned for in VIC with Solar
added in 'stage-2')

Stage-2(2022~2024) adding-on
to existing farms up-to 35MW
each by Q4-2024

Stage-3 will grow original 6x
farms to 120MW each.
ALSO 7x additional farms will be
added

**Supporting a fleet size of 6,000x
trucks by ~2026**

STAGE-1

5x 8MW Farms = 40MW [Stage-1 total]

will see 100% of power generated for
50x Truck, covering 8,000,000KM PA

STAGE-2

Will see Solar capacity grow from
40MW total to 35MW per farm

6x 35MW Farms = 210MW [Stage-2 total]



STAGE-3

as each 600-acre block can support a
120MW farm when Stage-3 commences
The total capacity from 6x 'stage-1' sites
of **6x 120MW = 720MW**

Plus an additional **7x new locations** will see total
Solar of **13x 120MW = 1,560MW or 1.56GW!**
expanding the service of this network nationwide

GREEN/CO2

With 40MW installed across 6x farms,
we see the equivalent energy of
'powering' 12,000 homes



---> **SAVED** <---



The **SAVED FUEL** for 8M KM is more than:
7,500,000 L (or 19.5M KG of CO2)

STAGE-1

includes 'overhead' of 250%
This means **NO EXTRA Solar is needed**
to grow the 'stage-1 fleet'
to 300x trucks!!!