



L-CHARGE



EVOGE

CHARGING REVOLUTION

# MAKE ALL CARS ELECTRIC

## OUR MISSION



L-CHARGE IS DEVELOPING A HIGHLY SCALABLE NETWORK OF GRID-INDEPENDENT ULTRA-FAST CHARGING SOLUTIONS THAT RUN ON CLEAN FUELS. WE REVOLUTIONISE EV CHARGING TO ACCELERATE A FASTER TRANSITION TO AN ALL-ELECTRIC FUTURE.



# EV REALITY AND FUTURE

The number of passenger and commercial electric vehicles is growing. To keep pace, a mass roll out of charging infrastructure and additional energy capacity is required.



**6.8**  
mln BEVs

The number of EVs almost doubled in 2021

**11.2**  
mln BEVs

2021

2025

**44.5 mln BEVs**

**280 000**  
Battery Electric Trucks registered

**129.7 mln BEVs**

**2 200 000**  
Battery Electric Trucks registered

The number of electric trucks will grow 8 times

2030

In 2030, the projected volume of EV Charging Infrastructure will not be adequate enough to meet demand

**BUT GRID CONNECTION OPPORTUNITIES REMAIN LIMITED**

\*Source

# TAM SAM SOM 2025

GEO: World, Product: EV Charging

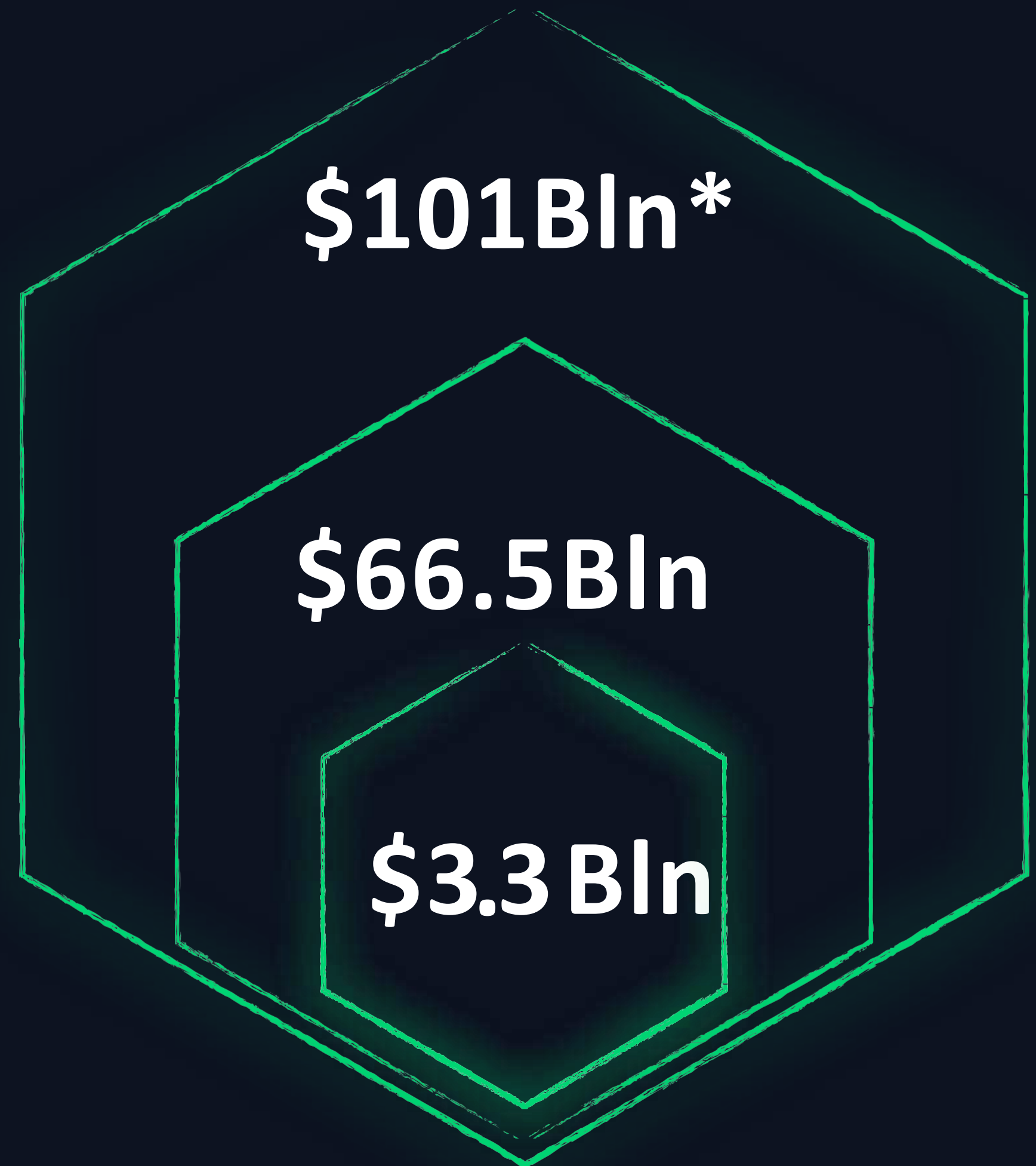
## Total Addressable Market

Total Electric Vehicle Charging Infrastructure market

## Serviceable Available Market\*\*

Considering individual drivers and commercial fleet operators who utilise public charge points

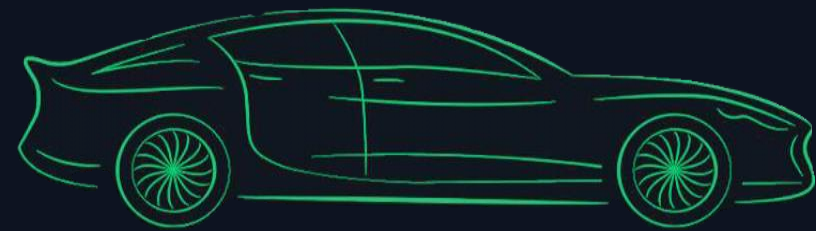
## Serviceable Obtainable Market



\*With \$0,3 per kWh for home charging

\*\*Analysis based on electricity demand

# EV ADOPTION PROBLEMS



People and companies would like to shift to electric (cars, trucks and boats). It's sustainable, cheaper and involves less maintenance.

# BUT!

The biggest challenge for adoption is the lack of FAST charging infrastructure AVAILABLE to compete with traditional fuelling practices

**33\*%** of users have voiced dissatisfaction in the time it takes to charge

**25%** declare that there are not enough charging points

# CURRENT CHALLENGES

## GRID-DEPENDENT

Charge points cannot always be installed where required, due to limitations with grid availability and spare capacity

## SLOW & INEFFICIENT

About 90% of the world's charging infrastructure is slow (below 22kW). These stations take about 12 hours to charge a light duty vehicle and are unsuitable for charging commercial vehicles

## LONG & RIGID

It takes months to acquire connection approvals for grid-tied charging solutions. Additionally, once installed, the charge points cannot be relocated

## CAPEX

The initial outlay can prove burdensome, particularly for high powered commercial solutions



The background features a dark, gradient background with vibrant, glowing green and blue wavy lines that create a sense of motion and depth. The text is centered and has a bright green glow.

IT'S REVOLUTION TIME

# L-CHARGE DEVELOP GRID-INDEPENDENT ULTRA-FAST CHARGING SOLUTIONS THAT RUN ON CLEAN FUELS.

## GRID- INDEPENDENT

L-Charge solutions can be deployed virtually anywhere, as they self-generate electricity on the spot, eliminating the need for grid availability or surplus capacity.

## POWERFUL

L-Charge offer a range of solutions with various output capacities, ranging from 120 kW to 2000 kW, enabling ultra-fast charging for electric cars and huge commercial EVs.

## FLEXIBLE

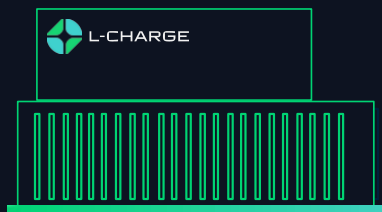
Once produced, the stations can be installed or relocated to a better location within one day.

## COST- EFFECTIVE

With a sensible CAPEX investment and various partnership models, L-Charge provide a unique platform for profitable business collaborations.



# L-CHARGE SOLUTIONS



## FIXED STATION



## MOBILE VERSION



## POWER BOOSTER

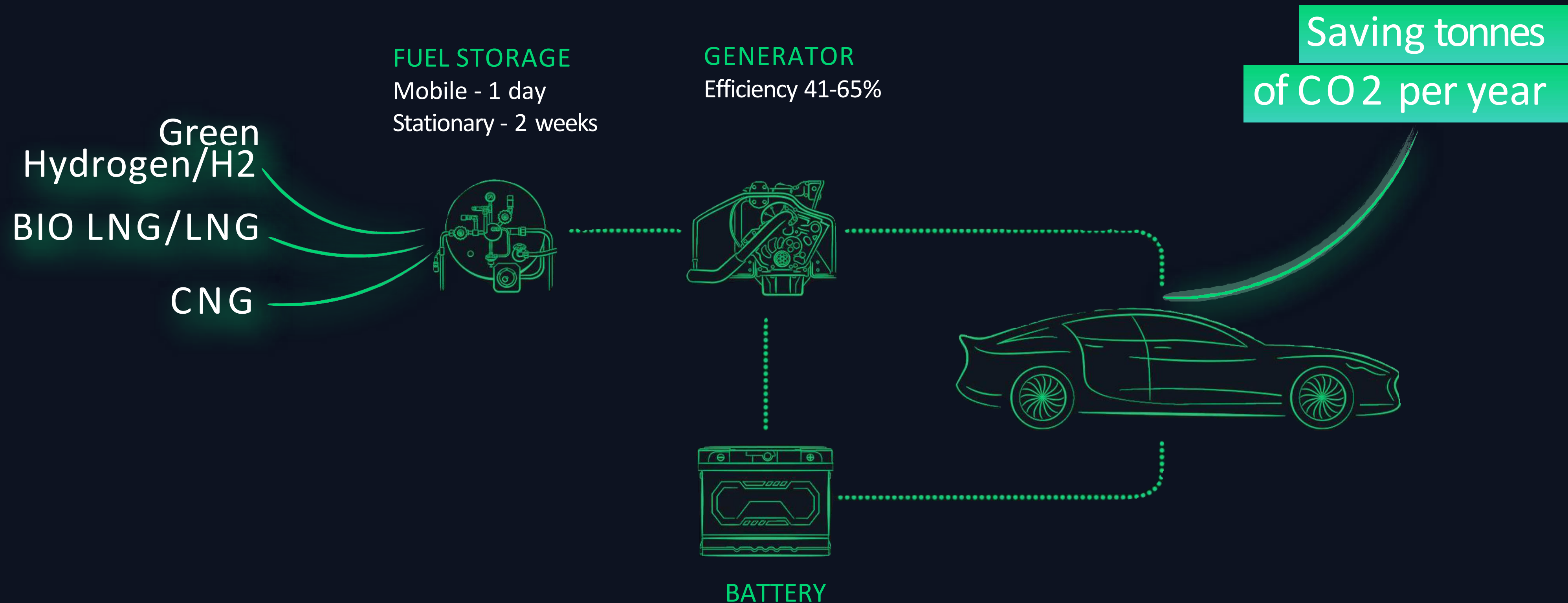
- ⚡ Charging power up to 2000kW (more than the Tesla MegaCharger)
- ⚡ Can charge heavy goods vehicles
- ⚡ Adds 1km of range in 1 sec
- ⚡ Can charge up to 4 cars simultaneously

- ⚡ Charging power 120-250kW
- ⚡ Adds 100km of range in 3-6 minutes
- ⚡ Convenience - charge anywhere at anytime
- ⚡ User can schedule a charge remotely via the use of an app

- ⚡ Increasing the output of existing charging up to 120 kW
- ⚡ Easy maintenance
- ⚡ Compact footprint  
1,5m (L) x 1,2m(W) x 1,8m(H)

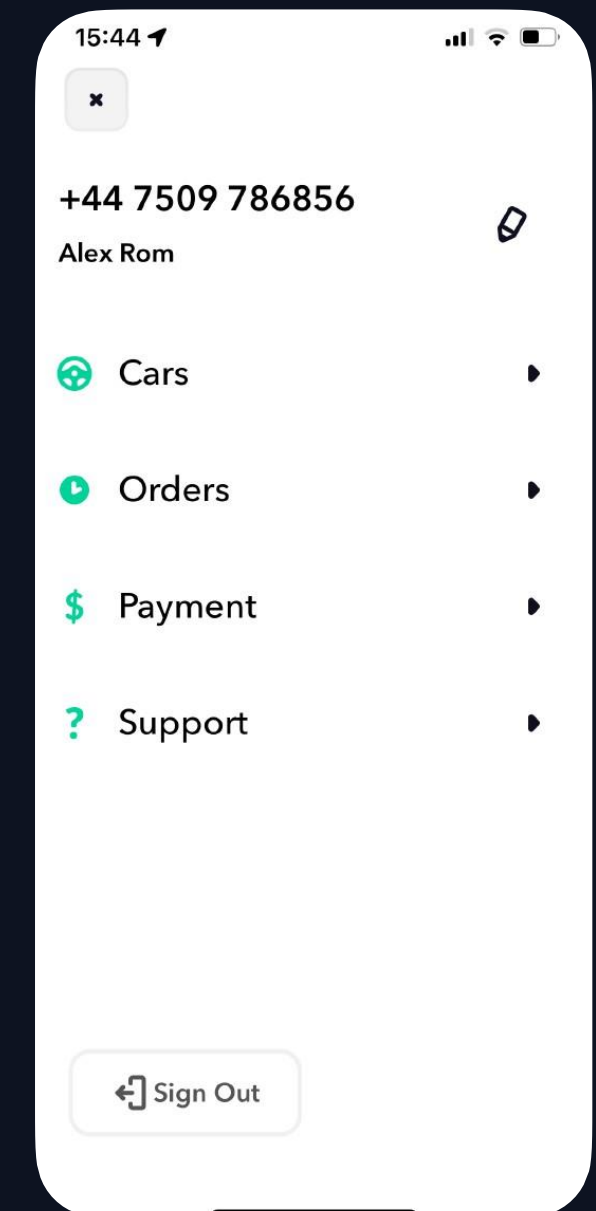
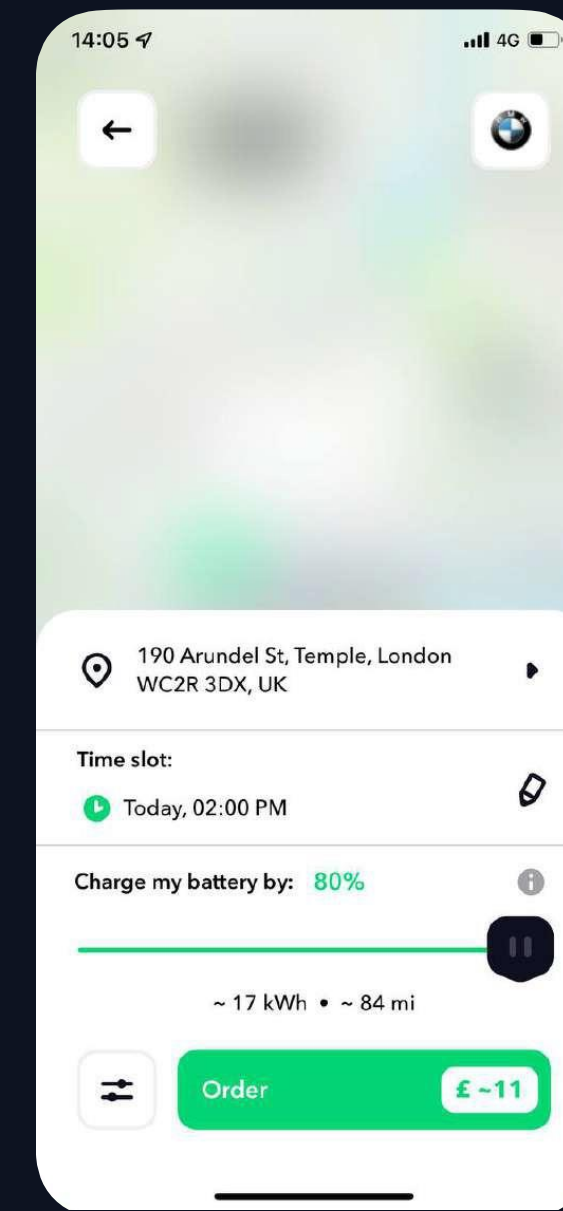
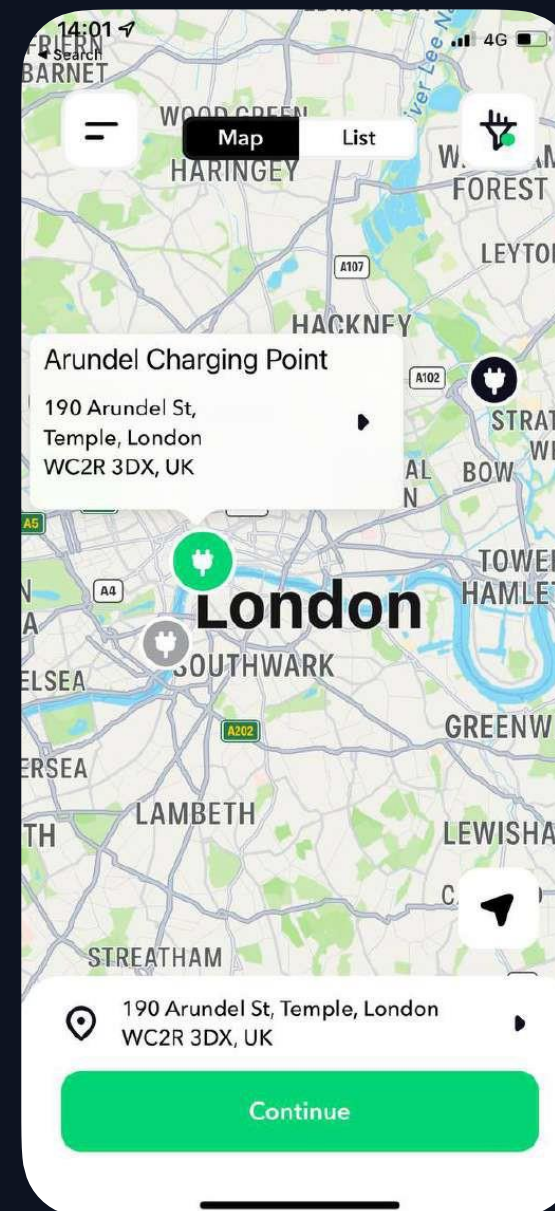
**FIRST IN THE WORLD**

# L-Charge **don't connect to the grid.** We **GENERATE** energy using different kinds of clean fuel



# L-CHARGE SOFTWARE MAKES THE USER EXPERIENCE EASY FOR ALL PARTIES

L-Charge are developing a comprehensive software platform to make electric vehicle charging convenient and hassle-free for clients. The stack will include a mobile app, server and low-level software and API, able to serve the various needs of individual EV drivers and corporate users. The open platform will allow for the integration of other charging networks. Thus, providing Charge Point Operators with access to promote to L-Charge clients and to showcase the availability of their charge points on the L-Charge map.





THE MOST POWERFUL IN THE WORLD

UP TO 2000 KW





THE MOST AUTONOMOUS IN THE WORLD




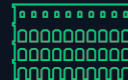
UP TO 130 KW

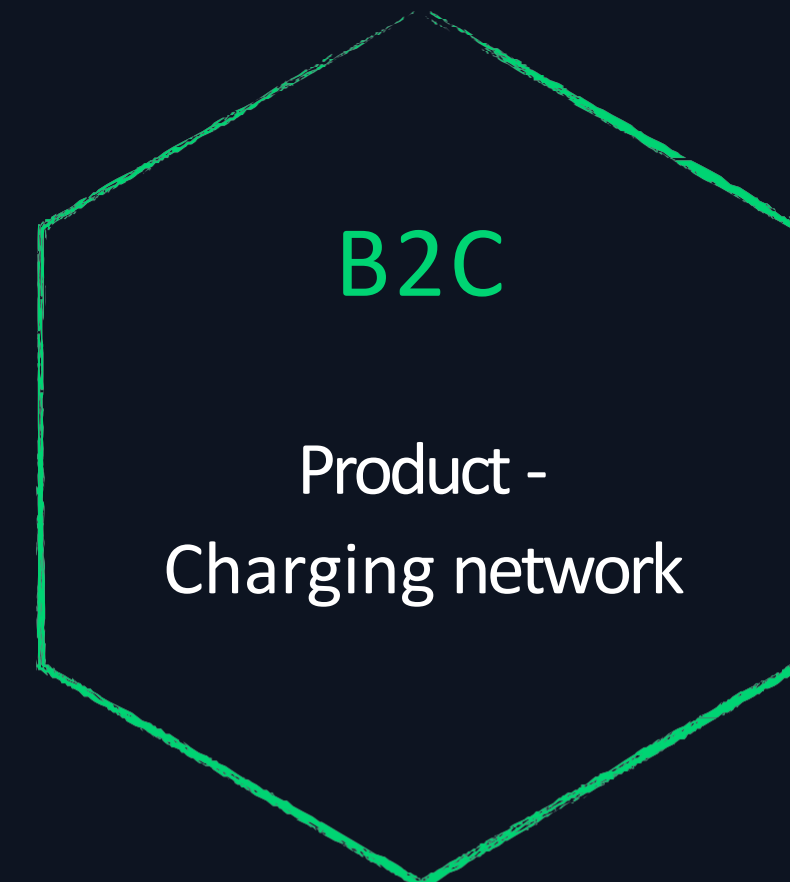




# TARGET MARKETS



-  Automotive manufacturers
-  Fleet owners
-  Energy companies & charge point operators
-  Leisure & hospitality



-  EV users all over the world
-  Developers
-  City authorities
-  Car sharing



# TEAM



Dmitry Lashin

**Founder&CEO**

Computer Science, PhD in Mathematics, London Business School  
Highly experienced in managing decentralized organisations and oversaw an M&A deal in 2020 worth \$1bn



Justin Tarr

**VP Sales and Operations**

Has held strategic sales roles in the energy sector. Justin is well versed in sales of distributed energy technologies, including electric vehicle charging infrastructure, and has led multiple teams through the start-up phase to build sales pipelines from scratch – equating to more than £170m in potential revenues.



Andrew Parker

**VP Business Development**

A founder and director of one of the UK's largest PPI companies, Andrew employed over 350 staff and generated a turnover of £198m in a four-year period. Later, he worked with several businesses advising on sales and development strategies.



Irina Davydenko

**CMO**

Certified in Strategy by Harvard Business School. Has more than 14 years of experience in B2B and B2C marketing both in startups and international corporations. Created communication strategy for the Olympic Committee's Recruitment which involved over a million people with 8 millions impressions.



Michael Isaev

**CTO**

Experienced CTO at a large green tech group with a \$100M turnover. More than 10 years of experience with gas engines. Has built more than 500MW of distributed power.



Max Isaevs

**Chief of Production**

A highly accomplished Managing Director with degree in electrical engineering and over 20 years experience spanning Transport & Logistics, Manufacturing, Renewable Energy. A proven track record in delivering value to shareholders through rapid growth, acquisitions & integrations, business turnarounds and major organisational change.

# ADVISORY BOARD



## Mark Jarvis

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Experienced NED with current roles in Audit, Risk and Finance committees with varied For Profit and Not For Profit entities. Prior interim Global CFO for Dentons the worlds largest law firm and currently Global Senior Advisor, Finance. Former Group CFO of a \$5bn group within EYs Global business with broad finance and banking experience in Emerging Markets, Venture Capital (including Non-Executive Director roles), M&A and Asset based financing. Over 5 years of SAP Deployment experience requiring complex international cross-cultural stakeholder management in both front office and back office situations



## Victor Gharakhanian

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With almost five decades of experience in global sales, Victor Gharakhanian is bringing his expertise to L-Charge. As the previous Director of Global Sales for Waukesha Engine at Dresser Inc., GE Power and INNIO, Gharakhanian was responsible for new unit sales and services in the gas compression, power generation and mechanical drive markets. Today, he is the Managing Principal of VVG Energy Consulting LLC, offering consulting services to the oil and gas and power generation sectors.



## Robert Fernando

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Dr Robert J Fernando f.s.g. has been educated in the US and in Scandinavia. He has over 55 years of professional work & services as a missionary in different countries. His background includes doctoral and post-doctoral training in Clinical Psychology, Human Factors in Management and Organisational Consultancy to family businesses and the corporate world. He is also a practising Aviation Psychologist.



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