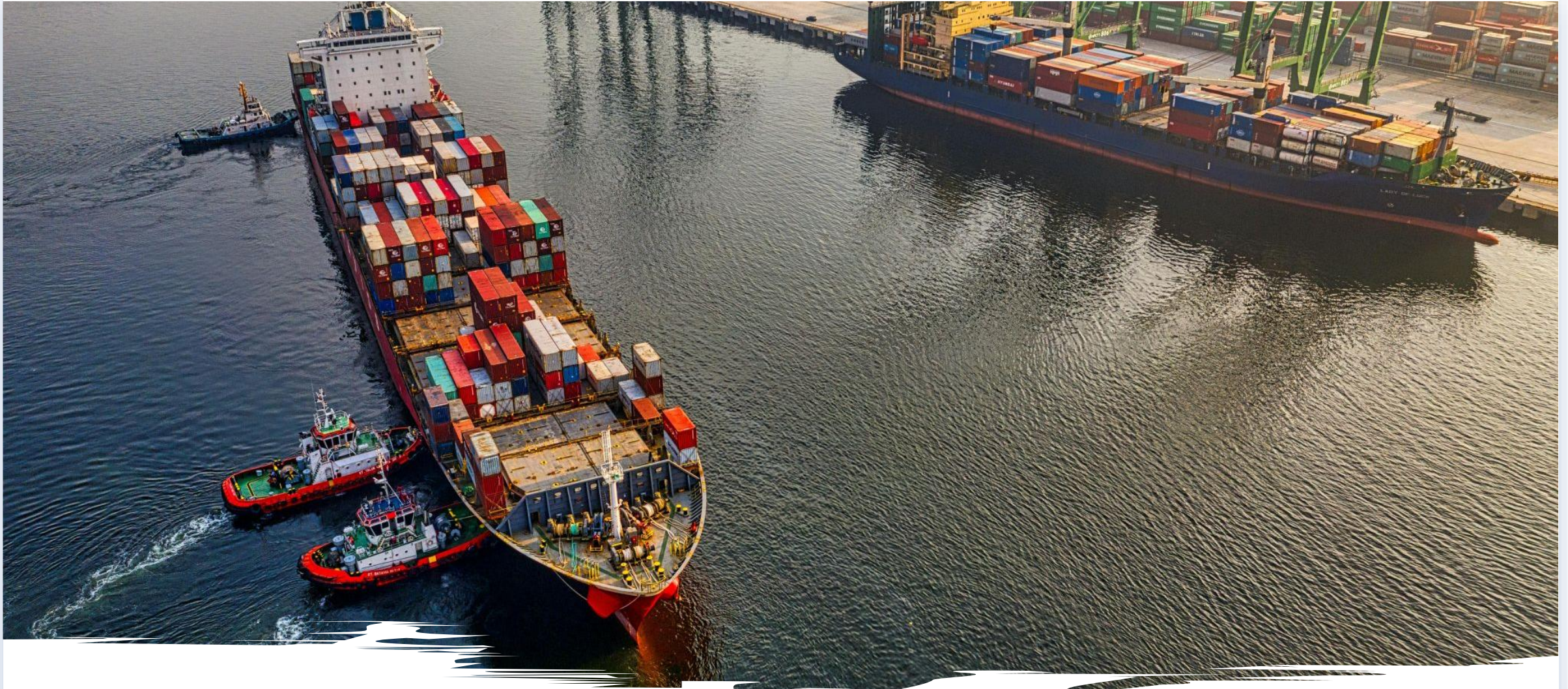




***Quadrise plc – Final Results for
the year ending 30 June 2025***





Summary

QED

Provides energy transition technologies using our emulsion chemistry expertise to supply MSAR® and bioMSAR™ fuels:

- Lower cost, lower carbon & emission solutions for energy-intensive industries.
- Our products help to extend asset life, improve returns.
- Net-zero biofuel solutions tested.

Strategy

Creating commercial demand for our novel technology by working with world-class partners to stimulate supply of our products from global marine hubs.

Several projects are progressing, with major clients in multiple market sectors.

Collaboration is key to strategy delivery.

2



Opportunity

Quadrise has established the basis for a large commercial opportunity to decarbonise shipping and other “difficult to abate” energy-intensive sectors.

Prior emulsion fuel production reached 100,000bpd, equivalent to ~1% (~\$2bn pa) of today’s fuel oil sales.

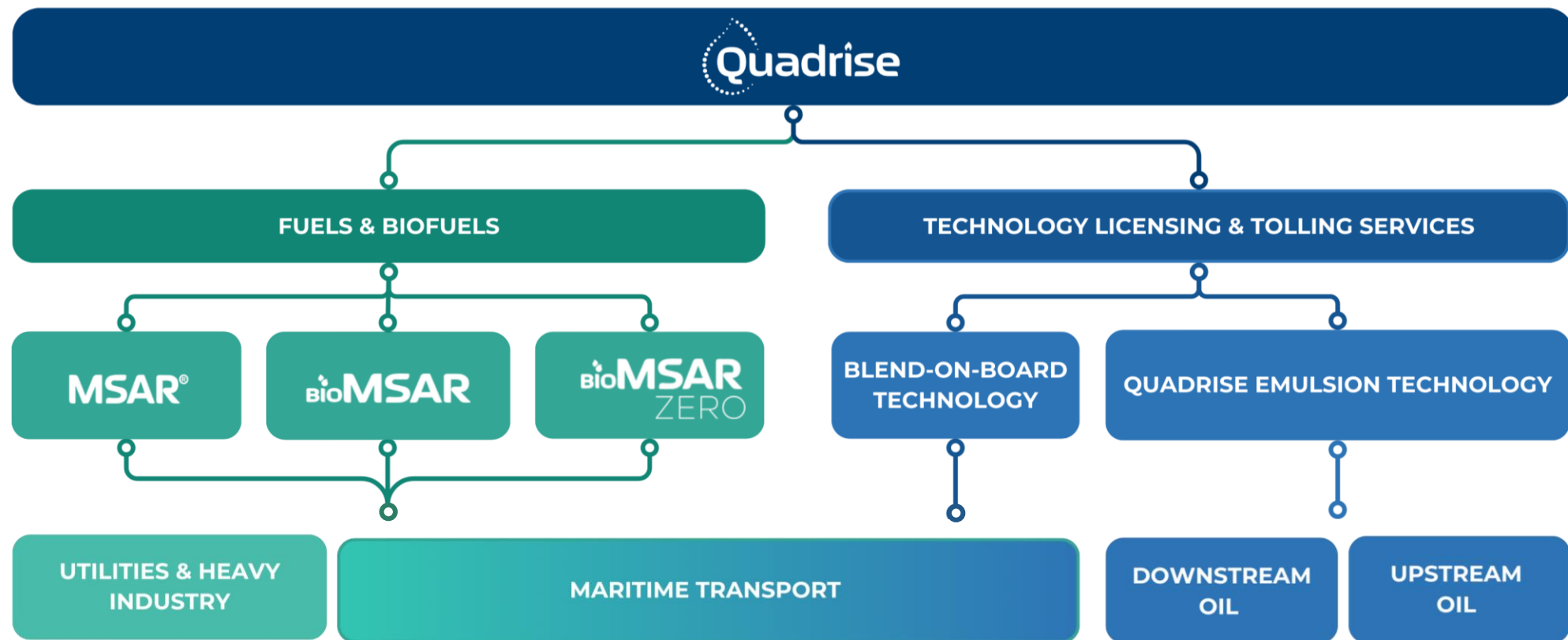


2025 HIGHLIGHTS

Laying the groundwork for commercialisation

- Successful Placing and Retail offer of £6.5 million (before costs).
- Key leadership appointments made, enhancing capacity to deliver strategic goals.
- Project progress slower than planned but significant:
 - Finalisation of key agreements and equipment for the MSC-Cargill trial.
 - Successful completion of MSAR and bioMSAR trial at Sparkle Power, Panama on Everllence (MAN) 4-stroke engines.
 - Achievement of the first Quadrise license fee revenues from Valkor, Utah.
 - Successful engine testing on bioMSAR and bioMSAR Zero formulations showing improved engine efficiency and emissions reductions.
- Regulatory and commercial environment continues to support the adoption of our technology.

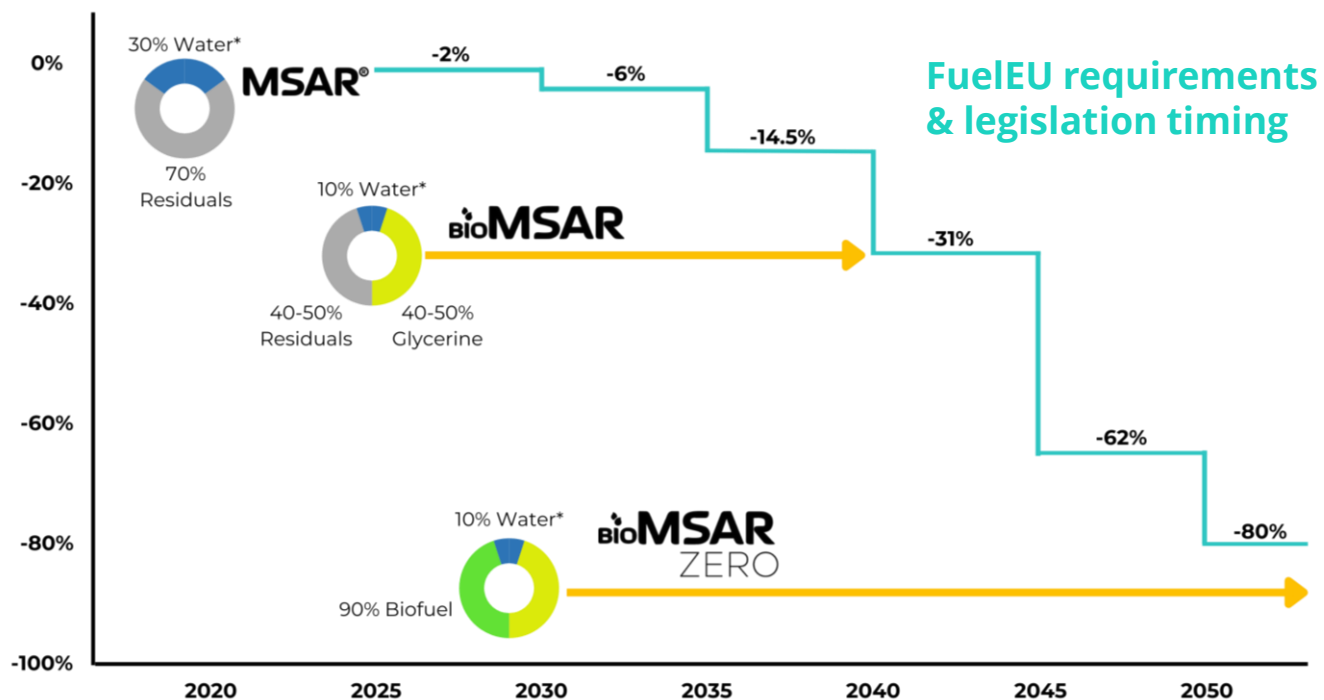
Our business



EU/IMO aligned solutions – a prevailing wind

Future-proofed compliance

Reduction in CO₂ compared to marine fuels, and FuelEU legislation timing

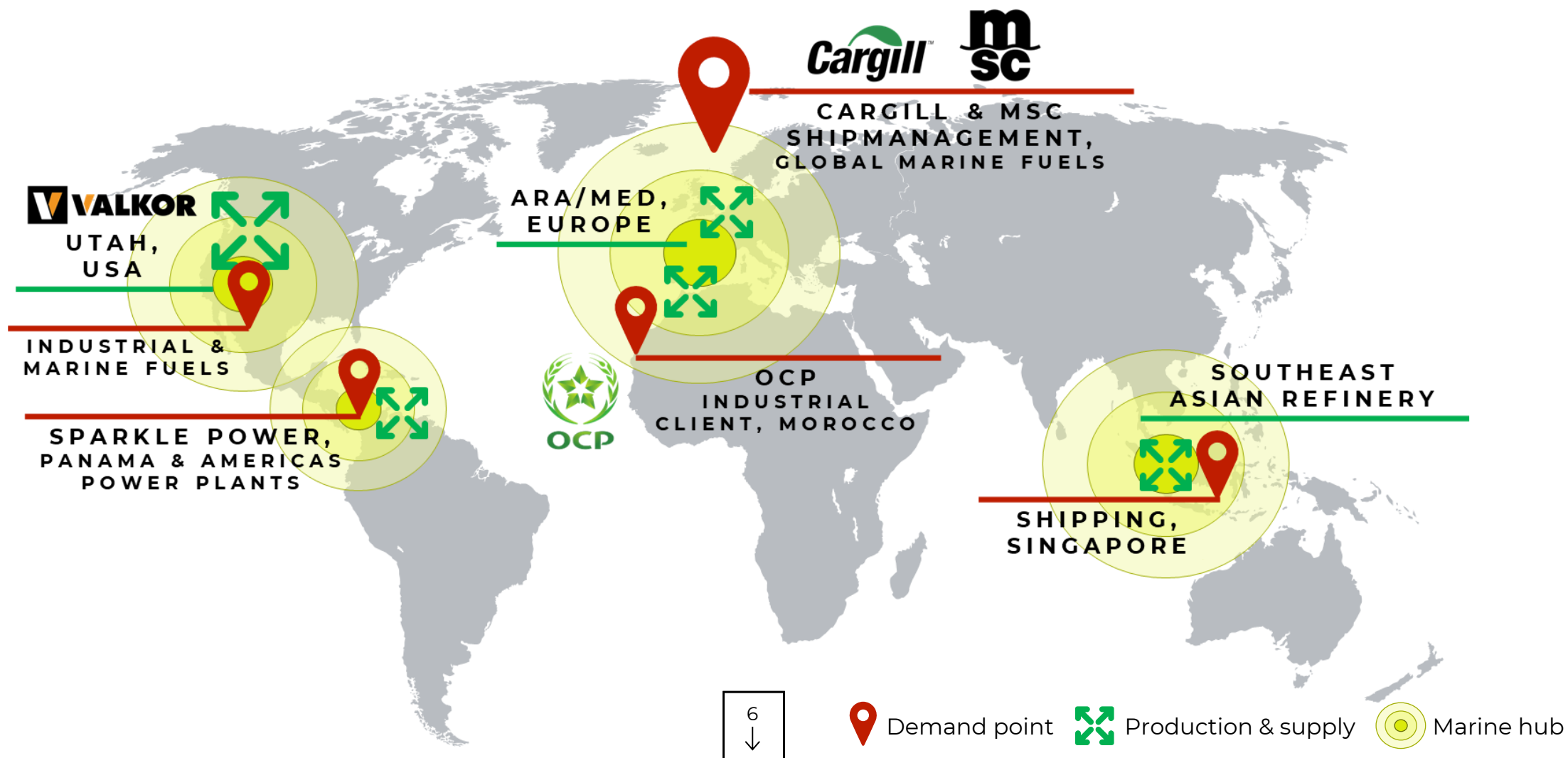


- ✓ Energy savings, due to **increased engine efficiency**
- ✓ **Lower Tank-to-Wake (TtW) emissions** from fuel use, due to energy efficiency and the use of biofuel
- ✓ **Lower Well-to-Wake (WtW) emissions**, due to high content of biofuel components in bioMSAR™

	EU ETS	FuelEU Maritime
Benefits of MSAR® and bioMSAR™ ✓ : Applicable	Promotes energy efficiency and energy transition by introducing a carbon tax, focusing on the emissions in the use phase of fuels	Promotes the use of renewable and low carbon energy, focusing on the life cycle emissions of energy used onboard a vessel
Energy savings	✓	✓
Reduced TtW emissions	✓	✓
Reduced WtW emissions		✓

Our Strategy

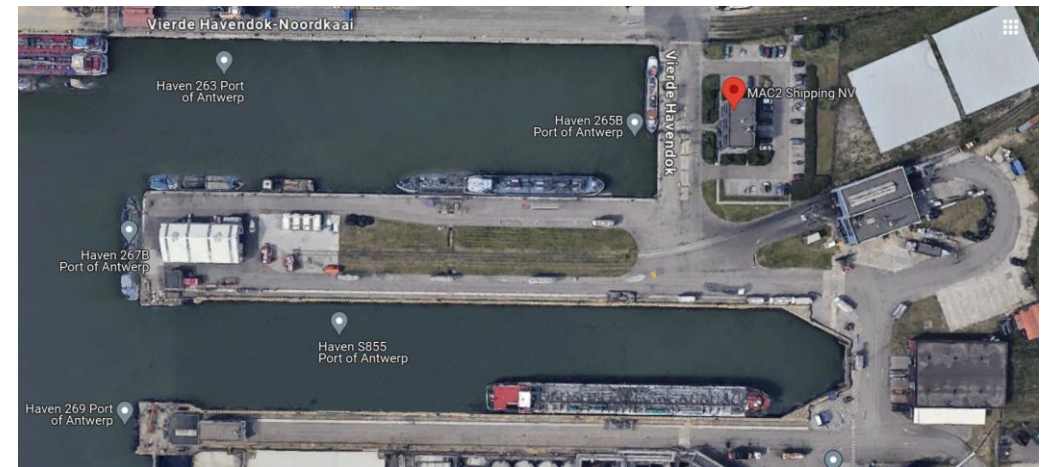
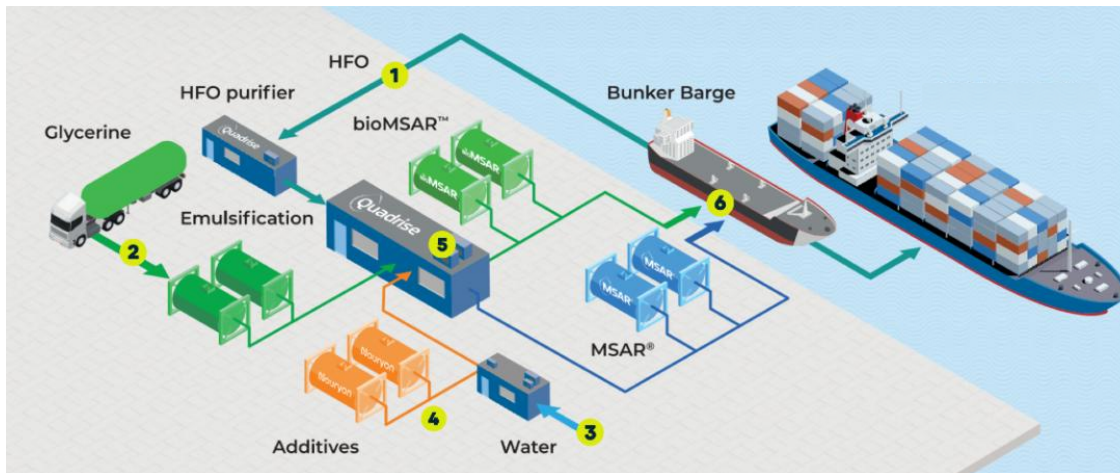
Supporting demand and stimulating supply of our fuels around global marine bunkering hubs



Antwerp Bunkering 2025+

- Cargill provides glycerine and RMK, and supplies bioMSAR™ to customers.
- Quadrise toll-converts fuels/biofuels to bioMSAR™ for Cargill.
- MAC² provides the services of their Antwerp terminal for Quadrise.
- Initial supply to MSC Leandra V, operating on bioMSAR™.
- We're seeking other ShipCo's for commercial trials, leading to supply.

Quadrise are planning to expand our supply network in North-West Europe and the Med initially.



Advancing Our Projects

Marine, MSC & Cargill



- Binding 3-way agreement with MSC & Cargill signed.
- Bilateral agreements expected to be concluded soon*.
- Fuel supply systems for MSAR® and bioMSAR™ are prepared ready for shipment to Antwerp.
- Site groundworks have been completed at the MAC² terminal.
- The bioMSAR™ LONO trial is planned to complete 6-8 months after the 2-month long Proof-of-Concept tests of MSAR® and bioMSAR™.
- Discussions with channel and supply partners, and marine clients are all progressing well.

8



Morocco, OCP



- Commercial framework agreement signed May '24.
- OCP has since relocated the trial to a newer production line and kiln.
- The transferred trial requires final OEM approval before proceeding.
- Quadrise and OCP are now working to obtain this OEM approval, and the trial is expected to commence once received.
- Trial equipment already on-site.
- Discussions with potential MSAR® suppliers for OCP have commenced per LOI.
- In discussions with other HFO users in Morocco.

Advancing Our Projects

USA, Valkor



- Site License & Supply Agreement amended Jan '25.
- Staged license payment of \$1m during 2025, supply of 5mt/h MMU for client trials.
- Slower-than-expected production growth at Valkor's Utah operations has delayed site development and fuel marketing efforts.
- This resulted in a delay to the initial \$350,000 tranche of the license fee due in January 2025.
- Quadrise and Valkor have agreed an updated timetable to address the deferral of payments, with \$50,000 due immediately.

Panama, Sparkle



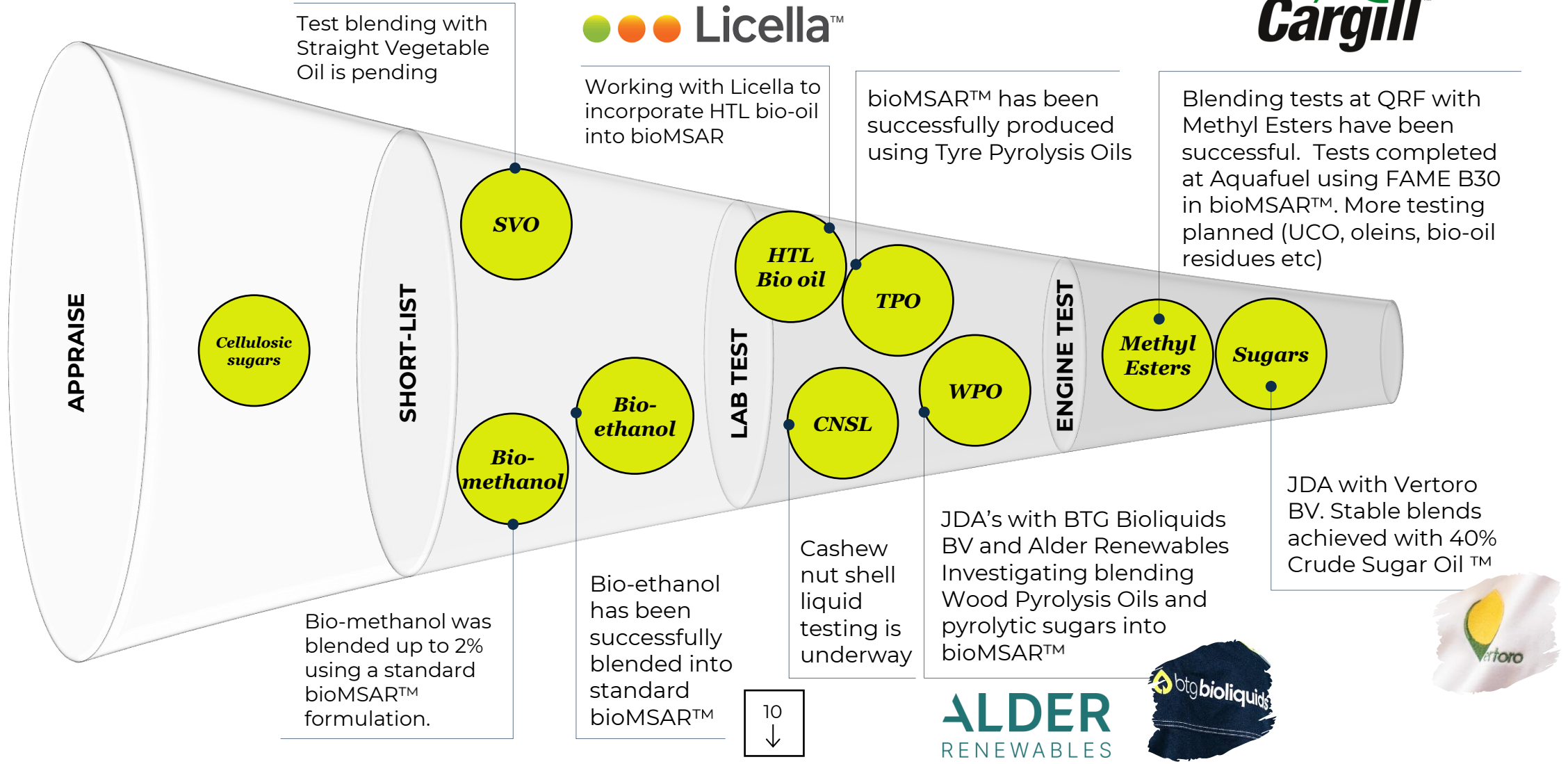
- Successful trial with Sparkle Power concluded in July.
- Confirmed fuel performance on Everllence (MAN) engines.
- Now progressing fuel permitting & confirming regional commercial supply arrangements.

Other Projects



- Excellent progress made testing new biofuels for bioMSAR™ / Zero.
- Collaborations with BTG Bioliquids BV and Vertoro BV continue to explore additional bio-based inputs.
- Signed Joint Development Agreements with Licella Holdings and Alder Energy to explore renewable feedstocks.
- SEASTARS Horizon Project underway. Similar EU-funded projects under review.

Biofuel Applications



Value from CO₂ reduction is significant and set to grow steeply



**1 MODULE
BIOMSAR™**

Installed in <12 months,
Costing \$<10M



**11
LARGE SHIPS**

Transporting up to
170,000 20ft containers



**185,000
tCO₂
SAVED YEARLY**

Plus less NO_x and
black soot / carbon



**\$11.7M IN 2025
\$16.7M IN 2026**

EU ETS costs
assuming \$90/MT
per CO₂ allowance



Assumptions: 1xMMU produces 350ktpa bioMSAR™ equivalent to 234ktpa fuel oil. Each large containership consumes 20ktpa fuel oil. 1tpa fuel oil produces 3.14tpa CO₂ Tank-to-Wake under EU ETS. 26% CO₂ savings with bioMSAR™ vs fuel oil. \$90/t CO₂ EU Allowance value assumed under EU ETS (Argus) – 100% CO₂ emissions are charged in 2026 (rising from 70% in 2025).

Financing and resources

RESULTS FOR YEAR ENDED 30 JUNE 2025:

- Loss after tax of £3.1m (2024: £2.9m).
- Loss per share for the year of 0.17p (2024: 0.18p).
- Cash balance at 30 June 2025 of £5.9m (2024: £3.0m) – projected to be sufficient to achieve to revenue and positive cashflow generation.
- Cumulative tax losses of £68.0m (2024: £64.7m) – potentially available for set-off against future profits.

ENHANCED LEADERSHIP TEAM

Key marine-sector appointments to enhance delivery capacity:

- Peter Borup appointed as CEO from 1 Oct 2025.
- Linda Sorensen appointed as Head of Marine.
- Tony Foster appointed as NED.

Jason Miles now CTO leading on projects, with Philip Hill as CCO leading supply development.



Outlook



Technology

- Regulatory and commercial environment continues to support the adoption of our technology.
- Aligned with IMO/EU decarbonisation schemes.
- Future proofed to 2050 and beyond.

Projects

- Continued focus on the successful execution of the MSC and Cargill trial, once contracts signed.
- Commercial discussions underway following successful Sparkle trial.
- Valkor revenues restructured, and technology deployment plan agreed for 2026.

Resources

- Highly experienced management team which has been further strengthened.
- Funded to revenue and positive cashflow generation.
- Blue chip industry partners.



Q&A

Thank you

ir@quadrise.com