



Invest in
**Sustainable
Diesel and
Jet Fuel**

Our patented technologies create fuels that are decarbonizing our existing modes of transportation.

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EMERGING FUELS
TECHNOLOGY

We cannot rapidly replace millions of trucks, ships and planes. To decarbonize, we are **replacing what fuels them.**

U.S. transportation emitted over

3,518,577,700,000 lbs.

of CO₂ Eq. in 2020.¹



Trucking

U.S. heavy trucks accounted for more than **400 million tons of CO₂ in 2020.**²



Cargo Shipping

Cargo shipping worldwide accounted for **more than 1 billion tons of CO₂ in 2018.**³



Cargo & Passenger Flights

Worldwide passenger and cargo flights are estimated to have produced **more than 900 million tons of CO₂.**⁴

¹⁻²EPA, *'Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2020'* 2021

³IMO, *'Fourth Greenhouse Gas Study 2020'* 2020

⁴ICCT, *'CO₂ Emissions from Commercial Aviation 2013, 2018, and 2019'* 2020

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Sustainable Fuels for Today's Engines

Adoption of new technology such as electric trucks, planes and ships is challenging and will probably take decades.

Part of the decarbonization answer is to update our current transportation with sustainable fuels, fuels completely compatible with existing engines.

By allowing corporations, airlines and industry to use their existing vehicles, we can change the course, and timetable of decarbonization.

Our patented technology delivers sustainable, renewable fuels for commercial, private, military, and agricultural airplanes, diesel for trucks, ships, railroads, power plants and other industrial uses. The only difference in people's lives is that they will not be contributing to climate change—and this can be done at scale.



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EFT's Patented Technology

EFT transforms waste and CO₂ into renewable fuel.

EFT technology and processes produce sustainable aviation fuel (SAF) and sustainable diesel fuel that are compatible with **today's** engines.¹

- EFT has **18 patents** with more pending
- Drop-in fuels mean no engine modification for existing planes, trucks, ships, etc. to switch to sustainable fuels.
- EFT technology helps position the U.S. as a leader in sustainable fuel technology.



KENNETH AGEE,
Founder & President
of Emerging Fuels Technology

¹ Wired [“Want Electric Ships? Build a Better Battery”](#), 2020

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The Fuel Revolution

Adoption of new technology such as electric trucks, planes and ships is hard and may take decades.

Part of the decarbonization answer is to run our transportation on sustainable fuels.

This means that companies and consumers alike are more willing to switch as there's no difference in operating, only in the impact on the world.

Don't change the jets, trucks, and ships, change the fuels that power them!



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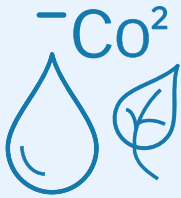
Our Three Bottom Lines

The market for jet fuel and diesel is immense with the jet fuel market alone being \$179.2 Billion in 2018.



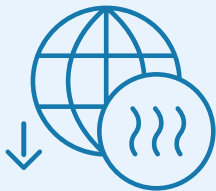
Profits

Your investment can help reach decarbonization goals—and potentially generate impressive returns. Our licensing of our processes and technology can be very profitable. Our cost-efficient, modular plant designs also aim to produce sustainable profits.¹



Low-Carbon Drop-in Fuels

Our technology yields low-emission fuels that are **compatible with existing engines and machinery**. Simply replace current fuels with ours!



Reduction in Greenhouse Gas Emissions

Rising greenhouse gas emissions are a global crisis. With EFT's groundbreaking technology, **the world can transition to renewable fuels** with much of it derived from waste and CO₂ from air.

¹ *Allied Market Research, 2020*

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Solving Today's Transportation Emissions Problem Now

Even if the best technology is invested and we all embrace eclectic transportation, it will take decades to adopt.

1. While electric vehicles can lower emissions, the source of their electricity is not necessarily clean. Often, electricity is generated in coal burning plants. ¹
2. Mining for minerals used in batteries is destructive to the environment. ²
3. We don't have the infrastructure necessary for a mass transition to electric transportation.
4. The world's cargo cannot be moved through electric vehicles. Cargo ships and most flights cannot run on battery power. ³
5. Military use of aviation fuels and diesel are immense.

Drop-in fuels are needed to power everything and decarbonize.

¹⁻²Foreign Policy, *'Green Energy's Dirty Secret: Its Hunger for African Resources'* 2022

³Wired, *'Want Electric Ships? Build a Better Battery'* 2020



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Our Growth Trajectory

Our main current source of income is licensing our patented technologies and processes. Our partnerships are with much larger multinational companies and we believe will expand to megacap energy companies, airlines, shipping companies, and utilities who can use our diesel to generate electricity.

The logo for 'twelve' features a horizontal line to the left of the word 'twelve' in a lowercase, sans-serif font.The logo for RAVEN consists of the word 'RAVEN' in a bold, uppercase, sans-serif font.

In the future, and as use for part of the proceeds of this offering we plan to build our own plants.

- ✓ They are small in size to utilize raw materials everywhere.
- ✓ They are highly efficient; most require no full-time people to operate.
- ✓ They are modular, easy to scale.
- ✓ They can produce multiple kinds of fuel.

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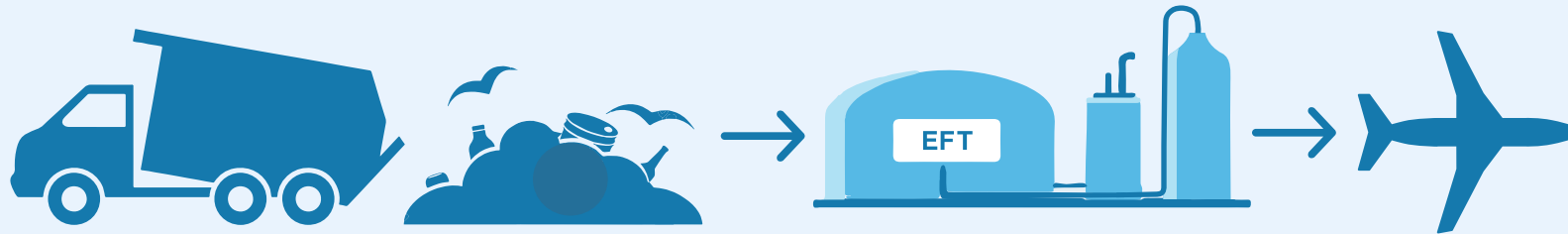
How We Create Sustainable Fuels

It's true—trash is our treasure.

Our patented technology converts greenhouse gases emitted by manure, wastewater, landfills, and more into fully renewable fuels.

We can make sustainable fuels out of “thin air.”

CO₂ is becoming too high of a percentage of the air we breathe, and it is also accelerating climate change. The percentage is unfortunately growing. EFT's patented technology transforms CO₂ into SAF and diesel using similar science to capture greenhouse gases.



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Why Harness Methane and CO₂?

They're Harmful

Greenhouse gases from landfills, farms, and wastewater contributes both methane and CO₂ to our atmosphere. However, being **28 times more harmful than CO₂ as a greenhouse gas**, methane is far more dangerous for our environment. That's why EFT captures both and converts them into low-carbon fuel for today's engines.

They're Abundant and Unwanted

Between landfills, gas flares, livestock, and wastewater, **America has an untapped energy resource** that could accelerate the transition to a green, renewable economy.

They can be Transformed, Thanks to EFT

Using our patented technologies, methane and CO₂ are transformed into high quality transportation fuels.

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Investment Specifics

Our Regulation A+ offering is open to investors of **all wealth and experience levels**. At EFT, we believe that the entire community, regardless of background, should be able to invest in a cleaner, more sustainable future—and potentially profit while doing so.

Minimum Investment

\$360

Number of Shares Being Offered

20,833,400

Share Price

\$3.60

(100-share minimum)

Broker Dealer

Dalmore Group, LLC

Transfer Agent

KoreConX

Law Firm

Crowdcheck

Accounting Firm

M&K CPAS, PLLC

 *The investment sign up process is powered by KoreConX with broker-dealer level security and 256-Bit Encryption.*

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BioGTL: The Small Plant Advantage

The Problem

Most of today's renewable energy plants are massive. As a result, they require significant time and capital to construct and operate. These plants are difficult to replicate, often being designed for a specific location, require substantial amounts of custom engineering, and on-site construction.

Our Solution

Our plants are modular, efficient, and autonomous. We can produce fuel from a myriad of waste sources across the country and around the world.

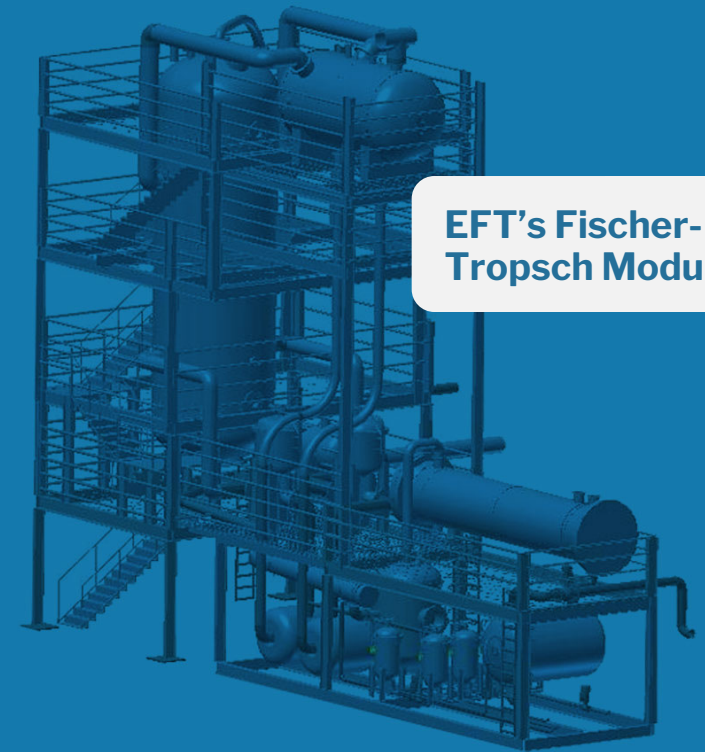
Let's Be Practical

We believe our low-cost modular design delivers **the lowest capital expenditure per unit** of delivered fuel. The EFT BioGTL plant is designed for remote, unmanned operations.

READ OUR WHITEPAPERS

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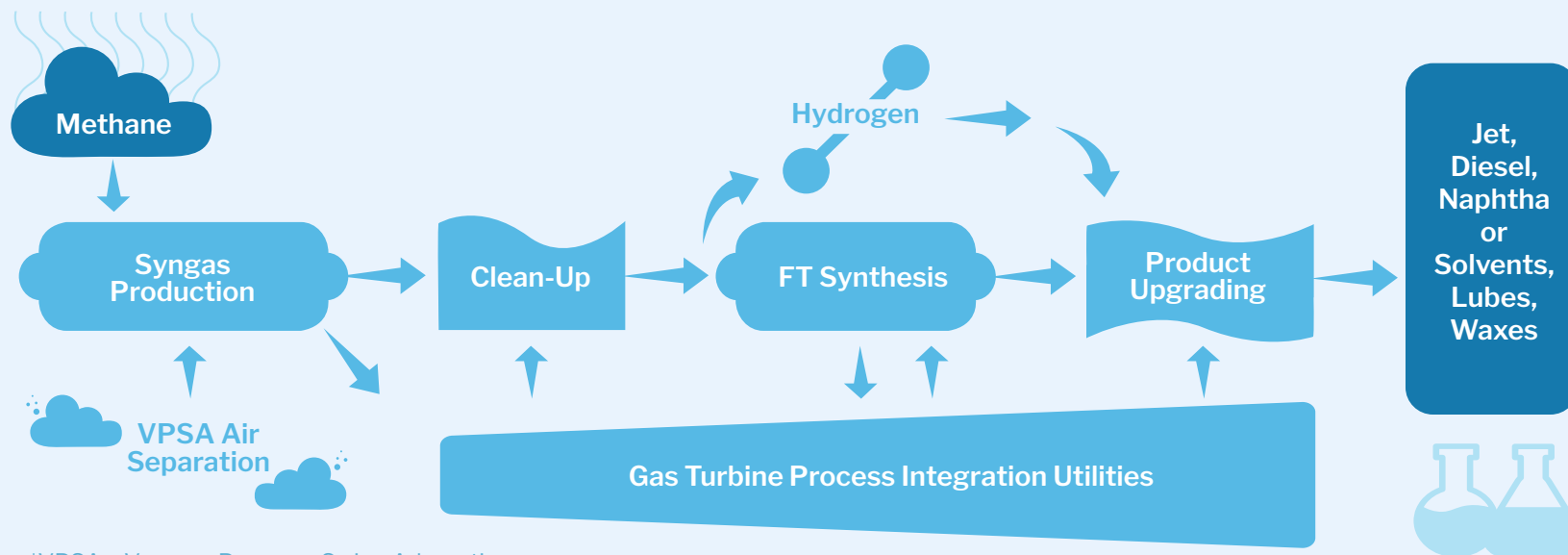
EFT's Fischer-Tropsch Module

Upon successful completion of this raise, we plan to build and operate several plants across the U.S.

FlareBuster®: Transforming Methane into Fuel

We don't just deal in waste; we are able to produce fuel from gas flares. Gases generated by the coal and crude oil extraction processes are often discarded, releasing methane into the air, which can be **28 times more harmful than CO₂**.

EFT's FlareBuster® is efficient—it generates its own power, does not require water, and is monitored by satellite. Moreover, it is built entirely from truckable modules that can be disassembled and transported with relative ease.



*VPSA - Vacuum Pressure Swing Adsorption

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A Management Team with Decades of Experience



Kenneth Agee

Kenneth Agee, Founder & President, has a background in crude oil refining and natural gas processing. In 1984 he formed Syntroleum Corporation, a publicly traded company where he held the position of CEO and did extensive gas to liquids (development with several large oil companies between 1990 and 2007).

In 2007, Mr. Agee formed EFT where he has worked to establish a growing contract research and technology licensing business while developing novel approaches to FT catalysis, reactor design, process integration and product upgrading that will significantly reduce the construction and operating cost of small, modular plants. Mr. Agee holds a degree in Chemical Engineering from Oklahoma State University and is listed on 26 issued U.S. patents and 3 pending patents.

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Mark Agee

Mark Agee, VP of Business Development and Licensing has spent his entire career growing technology companies, from start up through IPO, having taken two companies public Mr. Agee was one of the original investors in Syntroleum founded by his brother Kenneth Agee in 1984 Ten years later, he joined the company as VP of Finance and later became its President/COO During his tenure with Syntroleum he negotiated several partnerships, joint R&D agreements and license agreements with 7 international oil companies He led Syntroleum's public offering in 2000 Mr. Agee's involvement with EFT began in 2010 where he has focused primarily on business development, strategy and Licensing He holds a degree in chemical engineering from the University of Tulsa and is listed on 10 issued US patents all in the field of synthetic or renewable fuels.

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Ed Holcomb

Mr. Holcomb, Chief Accounting Officer, has eight years of public accounting and 31 years of corporate finance experience. He has held positions of VP of Finance, Chief Accounting Officer, and Controller prior to joining EFT and has over 10 years directing the SEC reporting at Docucorp International, EXE Technologies and Memorex Telex. Mr. Holcomb is a CPA and holds a BSBA degree majoring in Accounting from the University of Tulsa.

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Ronnie Young

Mr. Young, Lab Manager, joined Syntroleum Corporation as a supervisory chemist after graduate school and later transitioned to EFT after EFT acquired the laboratory assets. He has a background in oil and gas production and farming/ranching. While earning a M.S. in Chemistry from the University of Oklahoma, he gained applicable experience in the synthesis, handling, and characterization techniques for air and moisture sensitive materials. As the lab manager for EFT, he continues to direct lab operations which have expanded beyond small scale to various pilot plant reactor designs and capabilities. Additionally, he has worked to make improvements in FT catalyst formulation, preparation, and characterization methods in support of two commercial catalyst manufacturers. That effort led to standardized production methods and the production of over 150 MT of the EFT proprietary TL-8 catalyst for our licensees.

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James W. Engman

Mr. Engman, Technical Services Manager, has spent the last 20+ years working in the laboratory supporting the development of Fischer-Tropsch catalyst and related process technologies. Mr. Engman has managed the catalyst development laboratory for both Syntroleum and EFT. During his time as Laboratory Manager, Mr. Engman provided technical support for both our FT reactor and catalyst development activities and our extensive hydro-processing development activities. This included developing catalyst and process parameters for production of jet, diesel, solvents and base oils. Prior to his work in the Fischer-Tropsch world, Mr. Engman was the Laboratory Director for National Analytical Laboratories an environmental testing service laboratory. Mr. Engman holds a B.S. in Biochemistry from the University of Minnesota and an M.S. in Chemistry from St. Mary's University of Texas.

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Why Raise Money Via Regulation A+

- ✓ We are proudly doing a public offering of our private shares through a SEC-qualified Regulation A+ raise, aiming to achieve the maximum raise by the regulation of \$75 million.
- ✓ You can get shares on a high-potential tech startup.
- ✓ Part of that is opening our capital raise and offering our shares to everyone.
- ✓ This includes investors of all levels of experience, wealth and income.
- ✓ We are aiming to create a more sustainable, renewable future for everyone.



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