



We deliver sustainable
energy solutions

EODev is the result of the unique experience acquired on board Energy Observer: the first clean energy self-sufficient hydrogen vessel



EODev today



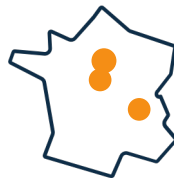
Founded in 2019



25 M€ raised



60 people



3 facilities



4 patents



Production of stationary
and maritime fuel cell
systems

One mission

Accelerate the energy transition by
offering sustainable, reliable, efficient,
and affordable industrial solutions



Shareholders



TOYOTA



AMFIL

Groupe
Monnoyeur



REXH₂ Hydrogen Technology

Zero-emission Hydrogen Onboard Power Generator

Yachting

Propulsion et Systems

Hotel load

All navigation zones

USER PROFILE

Medium to fast speeds

Short distances

Profile: Tenders, Day-Boats

CONFIGURATION

H₂ alone or coupled with photovoltaic panels

Pleasure Boating

Systems and hotel load

Port manoeuvres

Propulsion in protected areas

USER PROFILE

Slow to medium speed

Medium range

Yachts, Superyachts...

CONFIGURATION

Customized configuration

Professionals

Propulsion et Systems

Hotel load

All navigation zones

USER PROFILE

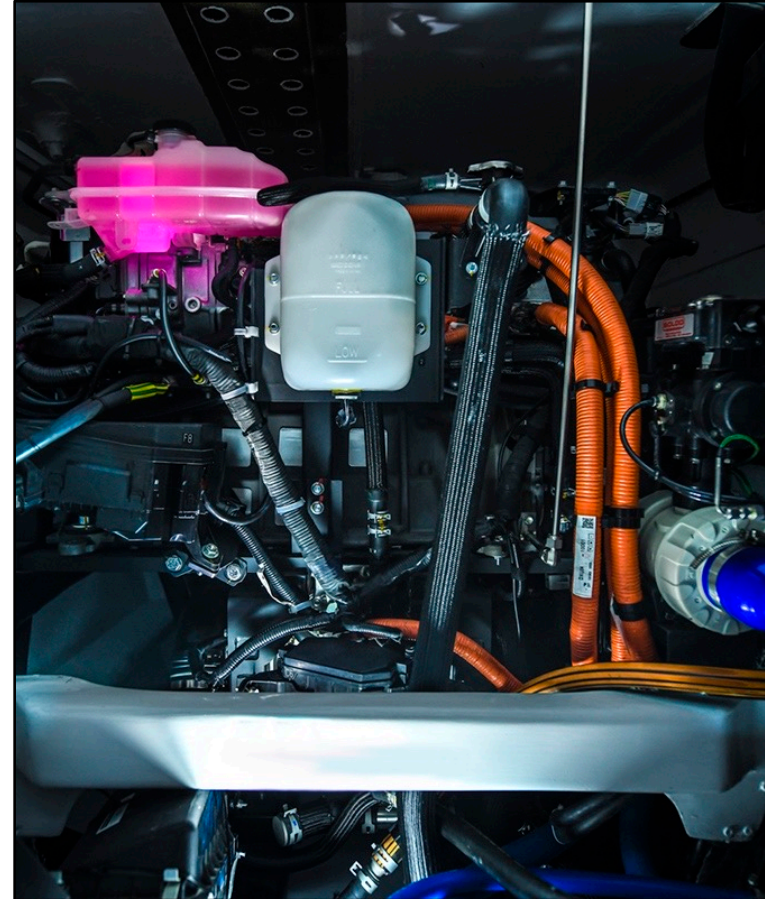
Slow speed

Regular/recurrent routes

Shuttles, Barge, Pilot boats...

CONFIGURATION

H₂ alone or coupled with solar panels/wind



REXH₂ Hydrogen Technology

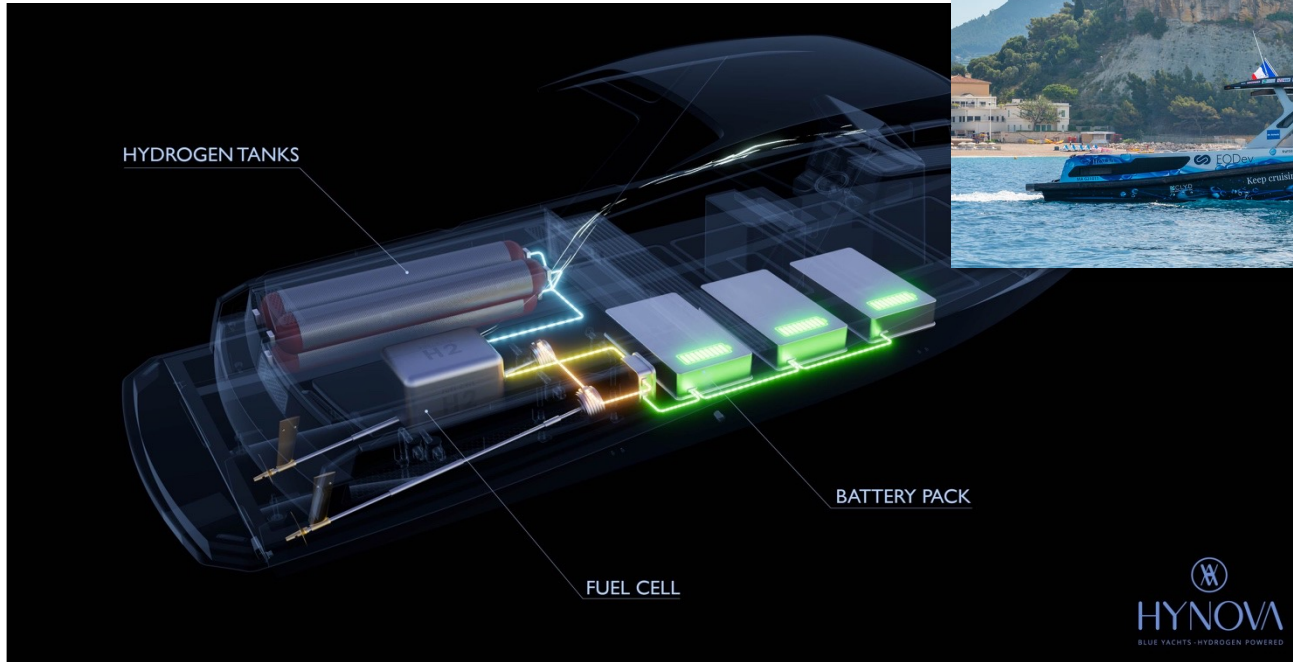
Zero-emission Hydrogen Onboard Power Generator



- ✓ Proven technology
- ✓ Plug & Play solution
- ✓ Compact design and light weight
- ✓ Complete modularity
- ✓ Zero emissions
- ✓ Quick refuelling
- ✓ No noise pollution
- ✓ No minimum power required
- ✓ Data monitoring
- ✓ Instant start
- ✓ Predictive and simplified maintenance
- ✓ Production Zigouni chip onboard
- ✓ Optimized consumption and efficiency

REXH₂ Hydrogen Technology

Zero-emission Hydrogen Onboard Power Generator

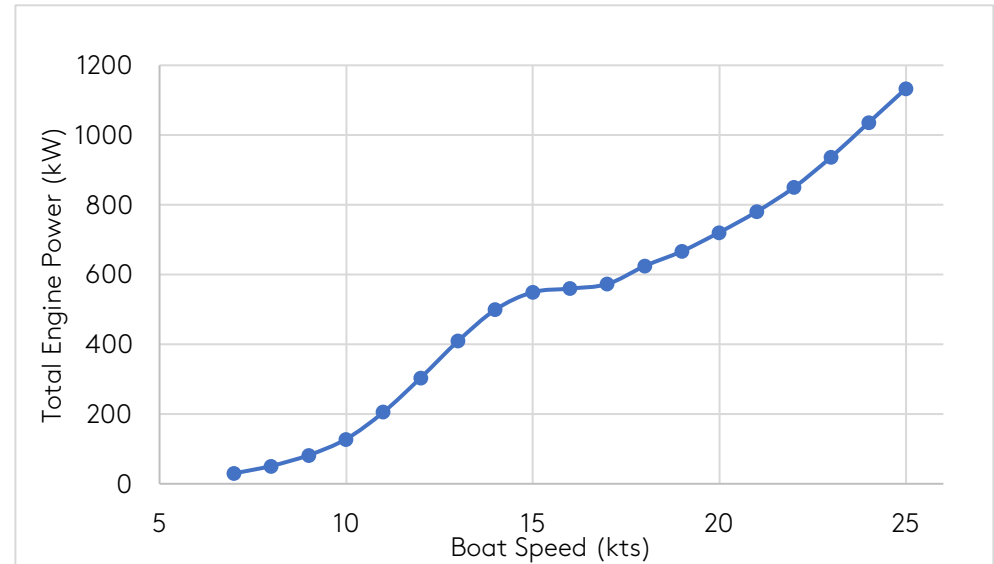


Case Study: Comparing options

User profile: Daily cruising time of **2 hours** over a total of **3 days**

Power peak (at 8 knots): $2 \times 29 = 58 \text{ kW}$ with SSM (Sea State Margin)

Graph of required
power according
to the speed for
two shafts



Calculations for the propulsion of a 20-meter catamaran assuming a cruising speed of 8 knots for 2 hours a day for a 3-day trip.

Case Study: Energy needs

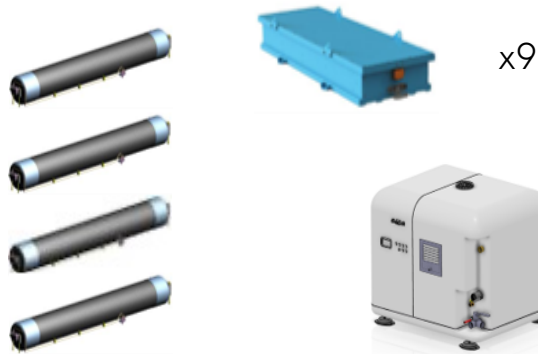
Hotel Load + Propulsion

157 kWh per day for hotel load +
110 kWh per day for propulsion

Total of **800 kWh** for a 3-day trip

Case Study :
Scenario A
Hotel load +
propulsion

Energy needed for a 3-day hotel load
+ propulsion = **800 KWh**



Total energy provided by this configuration
with REXH2 efficiency
= **891 kWh**

Mass & Volume balance

Volume of H2 tanks: **3,2 m³**

Tanks + frame mass: **560 kg**

Battery mass: **4 410 kg**

REXH2: **570 kg**

Other electrical and electronic components
(ECU, EPMS, charger...): **200 kg**

Distribution H2: **50 kg**

Cabling: **230 kg**

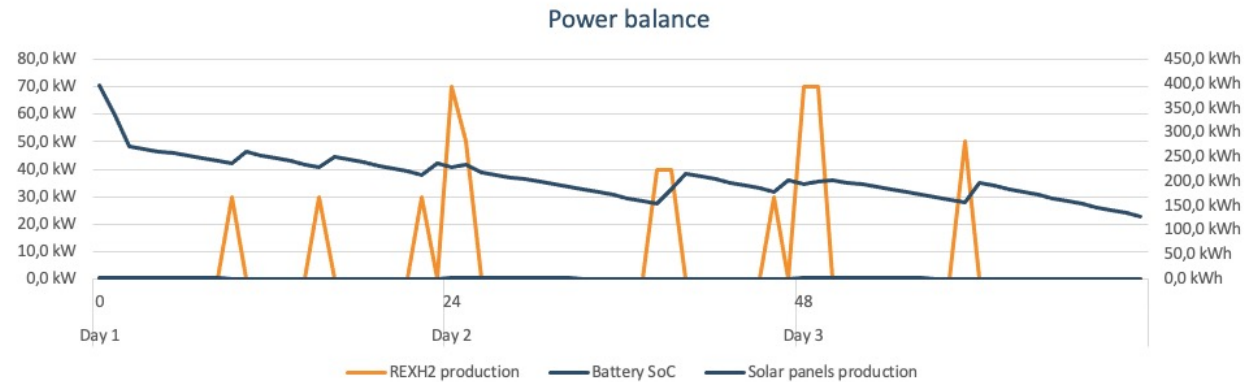
Electrical engines: **2 x 100kg**

Total volume for this configuration: **9,8 m³**

Total mass for this configuration: **6 220 kg**

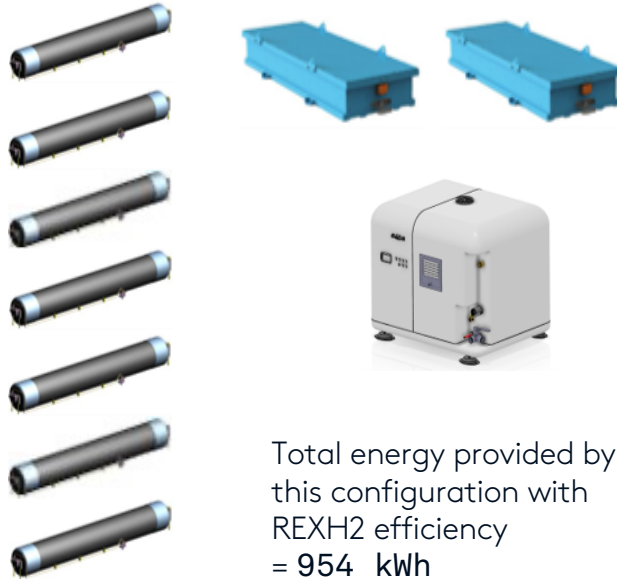
Case Study : Scenario A Batteries SOC evolution

SOC min : 30 %



Case Study :
Scenario B
Hotel load +
propulsion

Energy needed for a 3-day hotel load
+ propulsion = **800 KWh**



Total energy provided by
this configuration with
REXH2 efficiency
= **954 kWh**

Mass & Volume balance

Volume of H2 tanks: **5,6 m³**

Tanks + frame mass: **980 kg**

Battery mass: **980 kg**

REXH2: **570 kg**

Other electrical and electronic components
(ECU, EPMS, charger...): **200 kg**

Distribution H2: **2 x 50 kg**

Cabling: **230 kg**

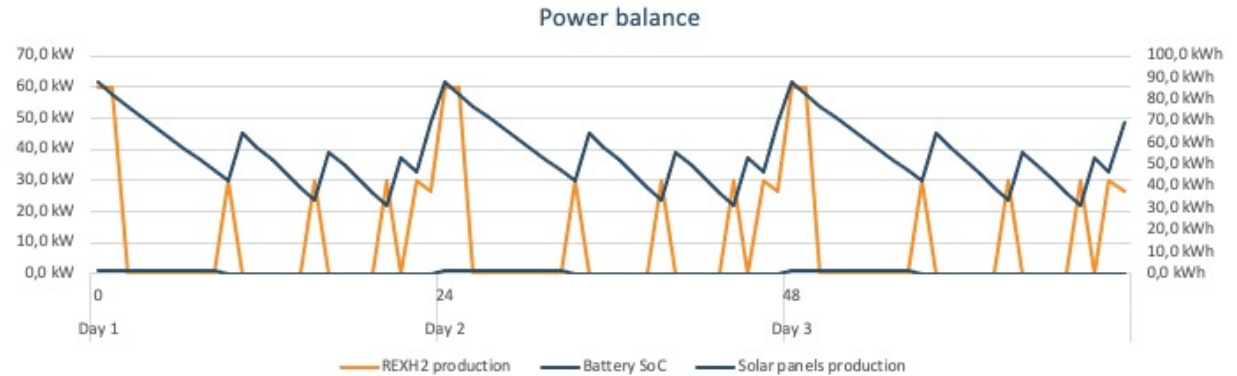
Electrical engines: **2 x 100kg**

Total volume for this configuration: **8,25 m³**

Total mass for this configuration: **3 210 kg**

Case Study : Scenario B Batteries SOC evolution

SOC min : 30 %



The real thing



Time to shift

