



PITCH DECK

● CLEANER FUEL = CLEANER COMBUSTION = CLEANER ENVIRONMENT

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Pro Mundi Mundatis AG



ABOUT US

GET TO KNOW US BETTER

- The company, PRO MUNDI MUNDATIS AG, is a Swiss stock corporation that aims to market new environmental techniques for combustion engines.
- They have acquired knowledge and experience for a liquid hybrid catalyst that can be added to standard fuels like diesel, gasoline, marine diesel, jet fuel, but also to e- and synthetic fuels to significantly reduce pollutant emissions.
- The liquid hybrid catalyst is claimed to reduce carbon monoxide, hydrocarbons, and particulate matter emissions, as well as decreasing fuel consumption by 5-8%.
- Extensive tests were carried out by The Technical University of Darmstadt and Reactana GmbH, resulting in cleaner combustion.



WHAT WE BELIEVE

ABOUT OUR VISION AND MISSION

VISION

The demand for a cleaner environment and sustainable energy is becoming ever louder and more prominent by most governments around the globe.

Cleaner fuel, cleaner combustion and a cleaner environment are desired and required.

MISSION

Extensive research and development for more than a decade has finally led to significant results, proving that our “liquid hybrid catalyst” can reduce emissions, pollutants and fuel consumption.

Industries, such as shipping, transportation and airlines, can save at least 5% in fuel consumption, resulting in less costs.

PROBLEMS

Dependence on fossil fuels & CO₂ Emissions

- **Significant contributor:** The continued dependence on non-renewable energy sources, e.g. in the transport sector, is the main cause of emissions, especially CO₂.
- **Inefficient combustion** in many engines leads to incomplete fuel burning, which increases harmful pollutants like particulate matter and emissions, that degrade air quality and pose risks to public health.
- **CO₂ Perception:** Public focus on CO₂ as the primary air pollutant, overshadowing more harmful pollutants like nitrogen oxide.
- **Public Misunderstanding:** CO₂ is viewed as critical, despite other pollutants being more harmful.
- **Neglected Harm:** Fine dust particles, created by high injection pressure and incomplete combustion, are overlooked.
- **Health Risks:** Small particles penetrate deep into the lungs and cells, posing serious cancer risks.

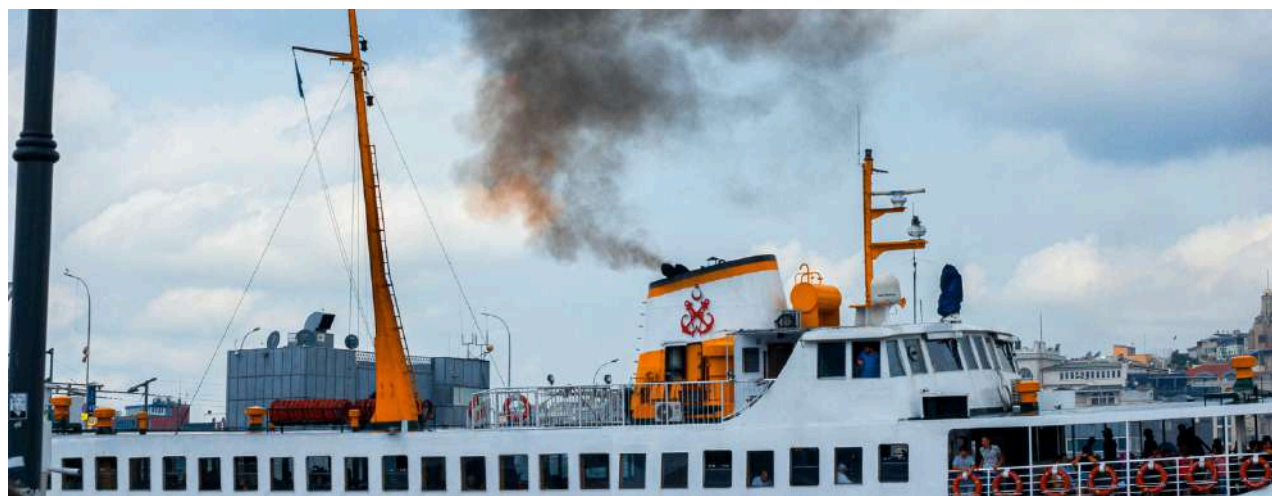


Infrastructure challenges

- **Current fueling infrastructure:** Is primarily designed for fossil fuels, making transitions to alternative fuels difficult, especially following Euro 6 specifications.
- **Technological limitations:** Current battery technology limits the range and adoption of electric vehicles.
- **Economic factors:** The cost of implementing new technologies or transitioning to cleaner fuels can be prohibitive for many consumers and businesses.
- **Industry Impact:** Media criticism of combustion engines pressures the automotive industry into costly, ineffective measures for image management.

SOLUTIONS

OUR SOLUTION TO THE PROBLEMS



- **Liquid hybrid catalysts** or “additives” can be added to fuels to improve the efficiency of the combustion process and to reduce CO₂, HC, NO_x emissions, and other pollutants, like Diesel soot particles.
- **Liquid Hybrid Catalyst:** Acts as a catalyst during fuel combustion.
- **Enhanced Combustion:** Helps fuel components react optimally, reducing pollutants.
- **Self-Neutralizing:** Neutralizes itself after combustion due to high temperatures.
- **Versatile Use:** Works with all fuel types controlled by this product.
- **Unique Properties:** Combines catalyst behavior with additive-like properties.

OUR PRODUCT

WHAT WE CAN DO



Implementation

Our product is a liquid hybrid catalyst that can be mixed with fuels directly at refineries, during transportation, or at the point of use, to optimize combustion in both diesel and gasoline engines.

Considerations

Our liquid hybrid catalyst is compatible with existing fuel systems and engine technologies. Thorough testing has been conducted to ensure no negative impacts on engine performance or safety.

Cost Effectiveness

The benefits by using our liquid hybrid catalyst outweighs the additional cost of this “additive”.

MARKET SIZE

OUR CUSTOMERS ARE ALL OVER THE WORLD



Total Available Market (TAM)

The Total Available Market (TAM) represents the global potential of approximately **36 billion** barrels or 1.5 trillion gallons of fuel consumption per year.

Serviceable Available Market (SAM)

The usable available market (SAM) represents the specific segment of the total available market in which our product can realistically and effectively be offered. Based on a targeted market saturation of 5 % within 10 years, this represents 1.8 billion barrels or 77 billion gallons of potentially catalyst-blended fuels per year,

Serviceable Obtainable Market (SOM)

The “Serviceable Obtainable Market” (SOM) refers to the realistic and achievable part. The aim is to achieve a market share of at least 5% by means of practical and strategic approaches to market penetration.



BUSINESS MODEL

OUR BUSINESS MODEL

The business model involves producing the liquid hybrid catalyst and blend it directly at refineries, distributing it through existing networks to places of use. This is particularly attractive for countries still operating elderly combustion engines and vehicles.

TARGET MARKET

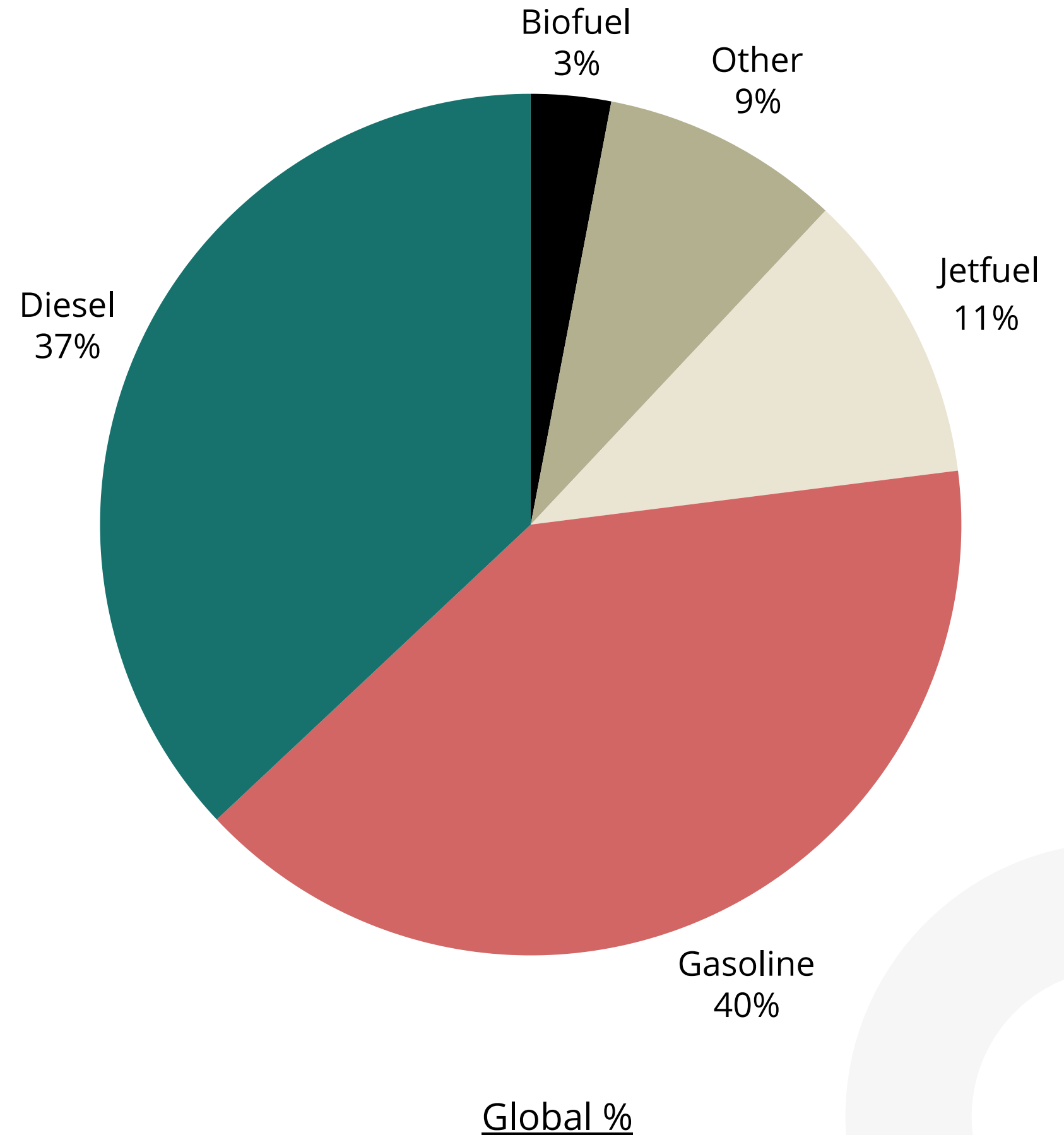
From large-scale operations like shipping and forwarding companies, military, airlines through to petrol/gas stations and others.

STATISTIC

KEY RESULTS

US Statista sources from June 2024 are revealing, that the annually consumption of gasoline is still thriving with **9.1M** barrels per day, while diesel is still extensively used with **3.67M** barrels daily.

www.stastita.com



CERTIFICATION

Extensive testing series have been carried out and documented by TU Darmstadt (Technical University Darmstadt) and Reactana GmbH in Germany, proving in their technical report the reduction of the following pollutants:

1. Particle count > 5 nm: Average 30% reduction (range 24-37%)
2. Particle count > 23 nm: Average 29% reduction (range 25-38%)
3. Carbon monoxide: Average 29% reduction (range 18-37%)
4. Hydrocarbons: Average 40% reduction (range 30-47%)
5. CO₂ emissions would also be reduced proportionally to the fuel consumption reduction (5-8%), less fuel burnt means less CO₂ being produced.

CONTACT US



● FOR MORE INFORMATION OR BUSINESS PLAN

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