

GLOBAL ENERGY VENTURES LTD

Global Reach | Energy Efficiency | Venture Focus

Investor Update

ASX: GEV | 13 March 2017

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Australia and All Jurisdictions

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All references to dollars, cents or \$ in this document is a reference to AUD Dollars, unless otherwise stated.

United States (Only):

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Corporate Overview

Capital Structure	GEV.ASX
Shares on Issue	209.5m
Options on Issue ¹	38.8m
Performance Rights ²	14m
Share Price	\$0.18
Market Capitalisation	\$37.7m
Cash (31 Dec 2016)	\$2.0m
Board & Top 50 Shareholders	72%

Major Holders:

Paul Garner 6.2%
 Copulos Group 5.9%
 Maurice Brand 4.6%

- 7.26m 10c options, expiry 30/5/20; 31.63m 40c options, expiry 31/5/20
- Performance Rights issued to Maurice Brand & Garry Triglavcanin

Company E&P Assets

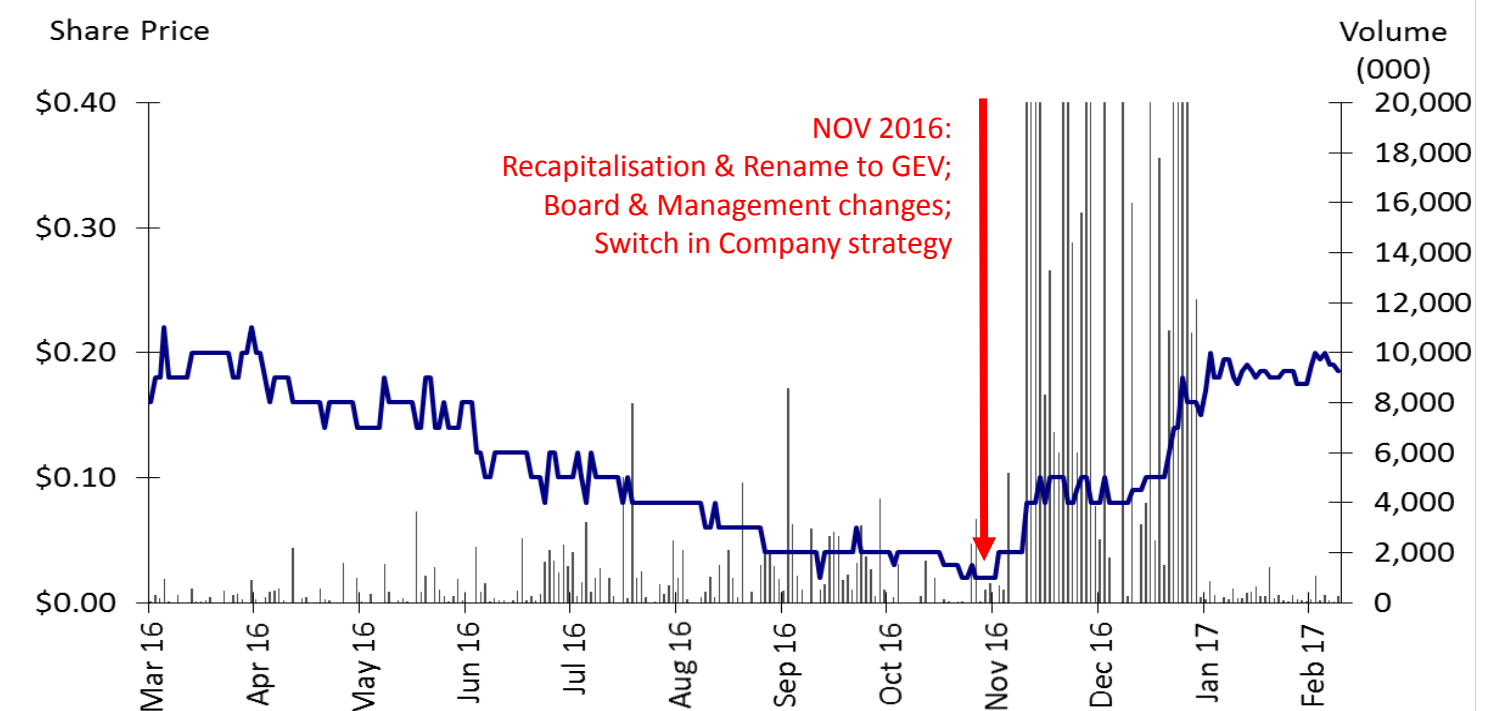
Blue Ridge – Texas	25% Working Interest
Allan Dome – Texas	30% Working Interest
EP455 – Western Australia	18.5%

Refer to the Appendix for current status.

Board & Management

Maurice Brand	Executive Chairman
Garry Triglavcanin	Executive Director
Paul Garner	Non-executive Director
Jack Toby	Company Secretary & CFO

Share Price Performance



Note: Price and Volume provided on a consolidated basis 1:20 as at 24 January 2017

Positioning GEV as a global energy company

Q4 2016



- ✓ Appointment of Maurice Brand as Executive Chairman concurrent with personal investment into GEV.
- ✓ Appointment of new executive and support team with global experience in the development of energy projects
- ✓ Placement of \$1.13 million to new investors.a
- ✓ Purchase and conversion of all outstanding Convertible Notes (~\$1.3m) by new investors.
- ✓ Detailed assessment of a number of global energy projects underway.
- ✓ Review of existing E&P assets undertaken.

Q1 2017



- ✓ Change in Company Name to Global Energy Ventures & share consolidation.
- ✓ Confirmation a number of Compressed Natural Gas (CNG) projects have been identified.
- ✓ Initial discussions with multiple gas suppliers and gas customers get underway.
- ❖ Review and selection of CNG technical partners and consultants to support portfolio projects.

Q2 2017



- ❖ Announce first CNG project.
- ❖ Continue discussions with gas suppliers and gas customers.
- ❖ Prioritisation of potential portfolio of CNG development projects that satisfy screening criteria.
- ❖ Execute definitive agreements with technology and project partner(s).

Project Selection Criteria

❖ GEV management's extensive global network and nearly 100 years of collective experience in the development of energy projects has helped identify a number of global energy opportunities.

❖ **Strict project screening criteria and economic assumptions will be applied to the selection of each CNG project.**

- ✓ Global oil price continues to trade in the USD 50-60/bbl range or below for a sustainable period of time. **Projects must be robust at USD 40/bbl.**
- ✓ Inability to accurately predict the medium to long term oil price together with forecasting energy demand requires an innovative lower capital cost and highly efficient energy transport solution.
 - ❖ Shift away from traditional energy projects with larger capital intensive requirements such as major LNG plants.
- ✓ Projects with a scale of circa 50-300 million standard cubic feet of gas per day (equivalent to circa 0.4 – 2.3 Mtpa of LNG equivalent)
 - ❖ Each project must stand-alone (i.e. not subject to expansion options).
 - ❖ Contract flexibility, term and willingness for third party participation in each phase of the energy chain.
- ✓ Focus on specific (or stand-alone) energy opportunities that deliver against economic fundamentals and not reliant on a macro and sector thematic.
- ✓ Each project financed on a case by case basis with an optimized mix of debt and equity.
- ✓ Unleveraged after tax project equity IRR +12% (and +15% with leverage) to support third party equity participation.

Initial screening work has led to the selection of opportunities suitable for the application of a Compressed Natural Gas (CNG) marine transport.

Overview of CNG marine transport technology

- ❖ **Compressed Natural Gas (CNG) is a proven technology already used on a daily basis worldwide as a fuel for cars, buses, trucks and heavy industrial uses.**
 - ✓ CNG fueling stations exist today in many metropolitan areas.
 - ✓ Compressed gas exists today in the form of pipeline transport that runs through many cities worldwide.

❖ **CNG technology has been adapted and enhanced for marine transportation in a safe, reliable, cost effective manner to open up new gas markets.**

❖ **CNG process for marine transport will include:**

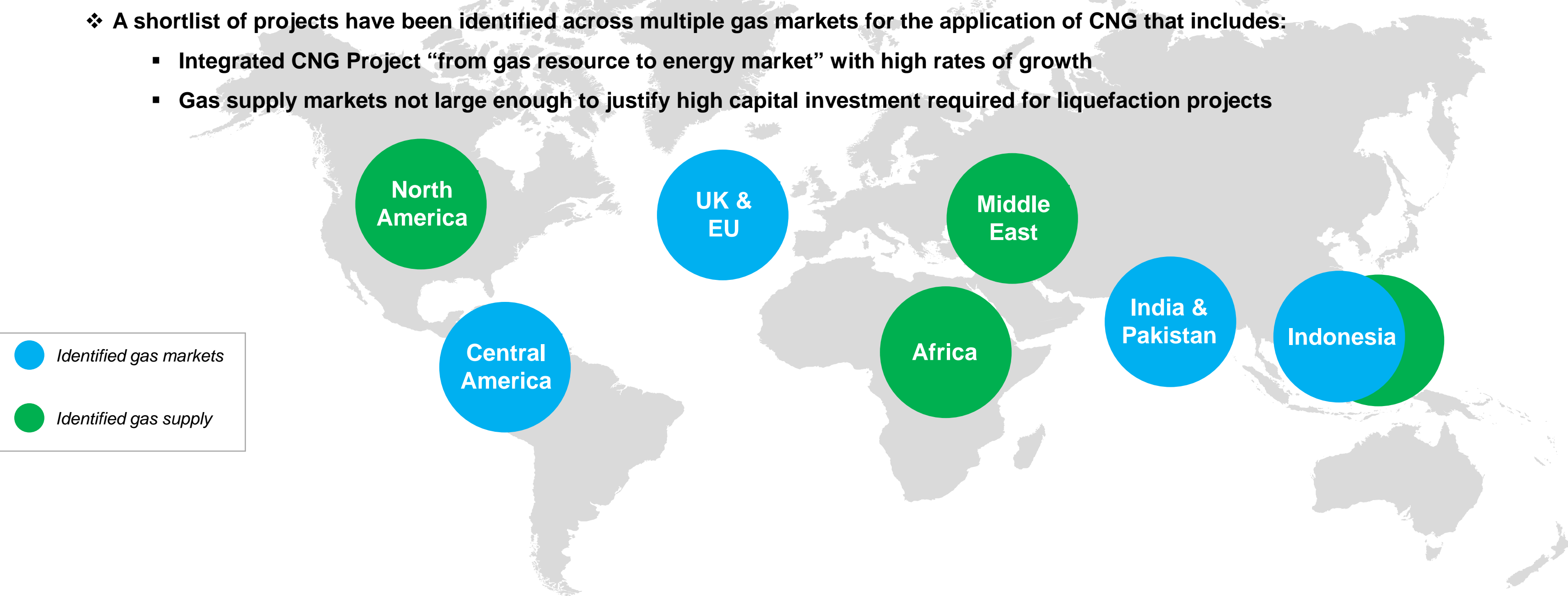
- ✓ Compression systems onshore or on ship with the E&P operations
- ✓ 80% of the CNG project's capital is in the CNG ships and associated containment systems
- ✓ Process systems may chill the gas
- ✓ Steel pipe for storage
- ✓ Safety & Emergency systems
- ✓ Offloading systems

❖ **CNG marine transport technology will support a variety of regional gas development projects that include:**

- ✓ Markets located where pipelines have economic or geopolitical constraints.
- ✓ Supply sources not large enough to justify the high capital investment required for LNG projects.
- ✓ Offtake gas directly from offshore production facilities, including in deep and ultra-deep waters.
- ✓ Replace fuel oil and diesel with natural gas in “stranded” markets.
- ✓ Offtake the associated gas from oil production fields.
- ✓ Produce and transport gas from extended oil well tests and early production systems.
- ✓ Serve as an “all-in-one” gas production host and transport system for remote fields.

Regional CNG opportunities identified

- ❖ Globally, there is +100 trillion cubic feet of discovered ‘stranded’ gas resources that provide no value to their asset owners.
- ❖ Growth in developing markets for gas continues to as countries strive for sustainable energy prices in a low carbon emission policy environment.
- ❖ A shortlist of projects have been identified across multiple gas markets for the application of CNG that includes:
 - Integrated CNG Project “from gas resource to energy market” with high rates of growth
 - Gas supply markets not large enough to justify high capital investment required for liquefaction projects



- ❖ Scale and diversity of projects will ensure GEV does not become a binary investment predicated on the success of a single project.
- ❖ Target is to achieve FID on multiple projects within a 3-year horizon.

Benefits of CNG supply chain vs LNG

❖ CNG is often compared with LNG – both are large volume, marine based gas transport solutions, however the two technologies typically target different sectors of both supply sources and energy markets.

CAPITAL INTENSITY	CNG does not require the significant capital associated with liquefaction, storage and regasification facilities
ENVIRONMENTAL FOOTPRINT	CNG requires minimal site acreage for compression (and laydown area for construction) compared with LNG terminals
TRANSPORT DISTANCE	CNG is economic for shorter shipping distances typically <3,000 kms vs LNG can sustain >3,000 kms
GAS PRE-PROCESSING	LNG typically requires greater up-front processing of gas to remove components before transport
BOIL OFF GAS	CNG does not experience boil off gas emissions from the ship and associated storage facility
ENERGY EFFICIENCY	CNG as a transport solution is typically more energy efficient than LNG
SMALL TO MEDIUM SCALE	CNG suitable to small-medium sized regional gas delivery projects vs LNG targets large scale long haul markets
DEVELOPMENT TIMELINE & COSTS	CNG engineering and permitting is considerably reduced in time/costs than a med-large LNG project

Appendix: E&P Assets

❖ As stated by the Board in the recent December 2016 quarter, it is the intention to retain the US assets outlined below, however the viability of the Australian asset is currently under review.

Asset	Location	Production	Holding Costs
Allan Dome - 30% Working Interest	Texas, USA	20bbl per day	Circa USD 3,000/mth
Blue Ridge Dome - 25% Working Interest	Texas, USA	No	One off USD 6,775 (October 2018)
EP455 - 18% Working Interest	Western Australia	No	AUD 3,500/mth



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