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THE NATURE OF ENERGY™

Recent Developments in Cellulosic Ethanol Technologies and Their Policy Implications

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Tackling US dependence on imported oil: A top-tier national challenge

- Economic Impact
  - High absolute cost (oil imports reached $650B in 2008)
  - Balance of trade: oil reached 80% of monthly trade deficit in 2Q08)
- Environmental Impact
  - Impacts from oil production are intensifying in frontier areas
  - 21st C carbon constraints will force sharp GHG emission reductions
- Oil Is a Depleting, Non-Renewable Resource
  - US peak of production was reached in 1970
  - A global peak in conventional oil is foreseeable and inevitable
- Global Security Implications
  - Competition for oil resources has driven many 20th-21st C conflicts
- Biofuels: the most viable near-term alternative liquid fuel

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Presentation overview

- Intro to biofuels and cellulosic ethanol
- Pros and cons of biofuel: the “mythic” view
- Addressing biofuel skepticism: the roadmap to sustainable methods and agronomics
- Roadmap implementation: a Verenium progress report
- Scalability: the challenges of building a new industry
- Third generation biofuels: beyond ethanol
- Q&A

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Overview of biofuels

- Typology of alcohol fuels:
  - 1st generation (conventional grain ethanol in the US)
  - 2nd generation (includes cellulosic ethanol, or CEtOH)
  - 3rd generation (higher alcohol molecules, e.g., biobutanol)
- Cellulosic feedstocks are abundant, lower cost and less volatile than grain – but more difficult to breakdown
- Traditional thermochemical methods for CEtOH are well-established, but this technology is relatively mature
- Industrial biotech offers new biochemical pathways (e.g., tailored microorganisms, enzymatic processes)
- Policy pull: state bans on MTBE triggered fast growth, followed by Congressional RFS mandates (EPAct ’05, EISA ’07)

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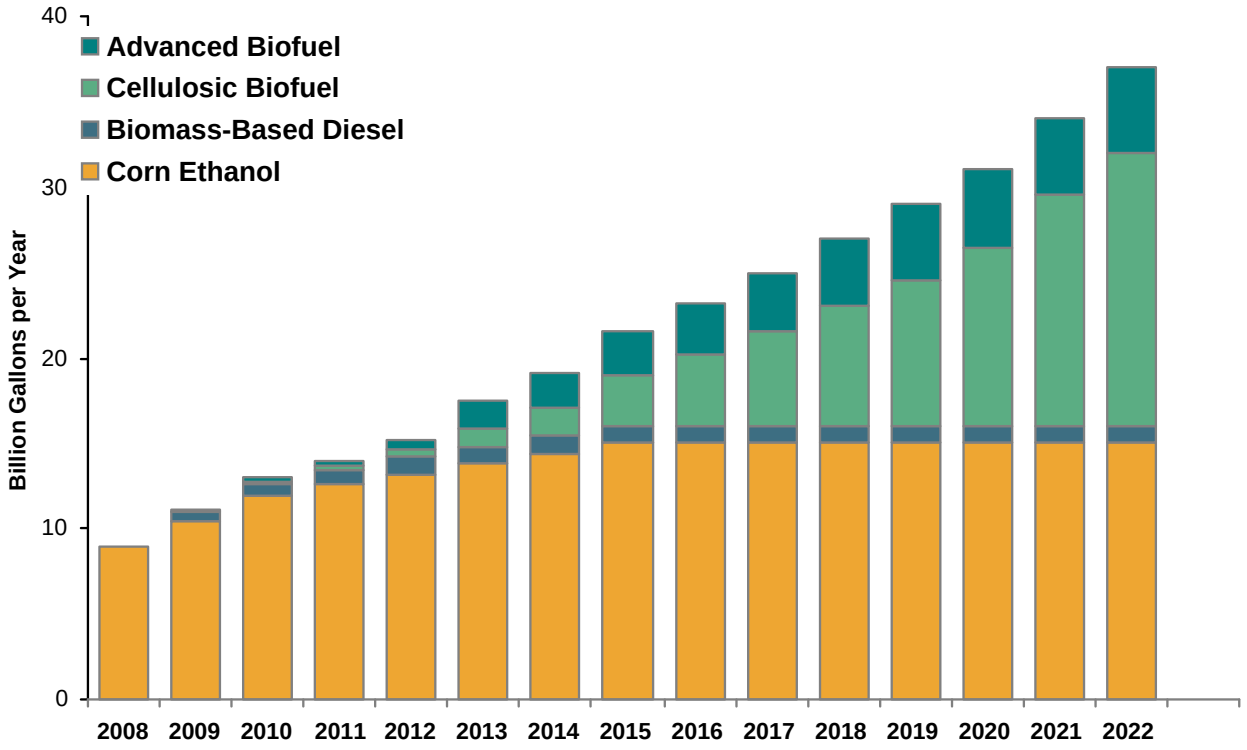
Energy law provide significant market potential

Market is widely expected to be "short" cellulosic ethanol for the foreseeable future



2007 EISA Renewable Fuels Mandate

	Cellulosic Biofuels Billion Gallons / Year
2010	0.10
2011	0.25
2012	0.50
2013	1.00
2014	1.75
2015	3.00
2016	4.25
2017	5.50
2018	7.00
2019	8.50
2020	10.50
2021	13.50
2022	16.00

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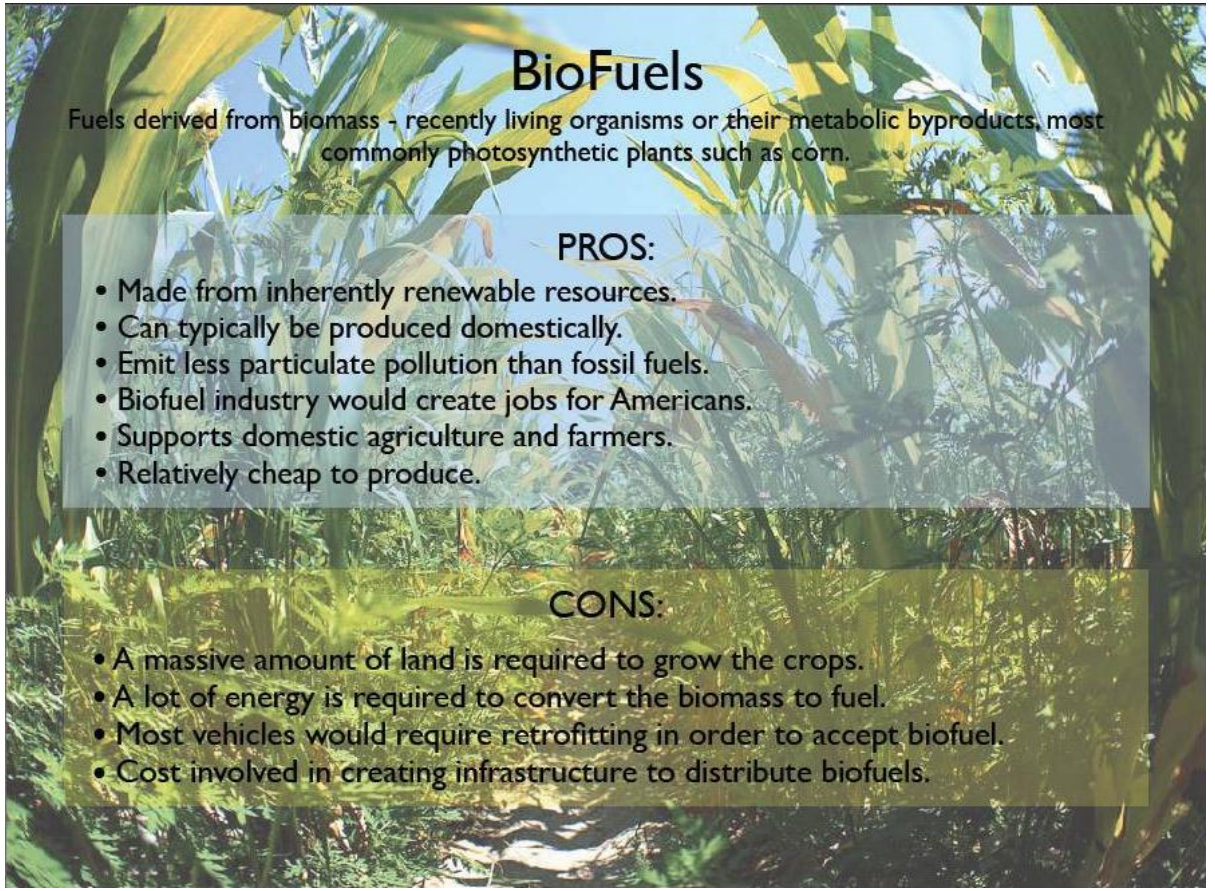
Biofuel pros and cons: the “mythic” view

- Biofuels seen as renewable, domestic, clean-burning, and a source of domestic job creation
- <u>But</u> critics claim they require a “massive amount of land” – and “a lot of energy to convert biomass to fuel”



SOURCE: “The 11th Hour: 2008 Election Discussion Guide” (Based on Leonardo DiCaprio’s 2007 Documentary Film)

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Roadmap to sustainable biofuels

- Resolving the land use / “food vs. fuel” concern requires limiting the footprint by raising yield per acre
- 1G yields are a function of corn yields per acre (150-170 bushels x 2.8 gal. per bushel = 400-500 gal/acre, potentially rising to 600-700 gal, w/nitrogen fertilizer)
- 2G biofuels enable 4-5 fold yield increases to 1800-2000 gal/acre, by using all sugars (C5+C6)
- 2G biofuels expected to have better energy, carbon profile
- Bottom line: by optimizing land use patterns and producing biofuel from high-biomass feedstocks, the US could produce more food and more fuel – with lower carbon emissions!

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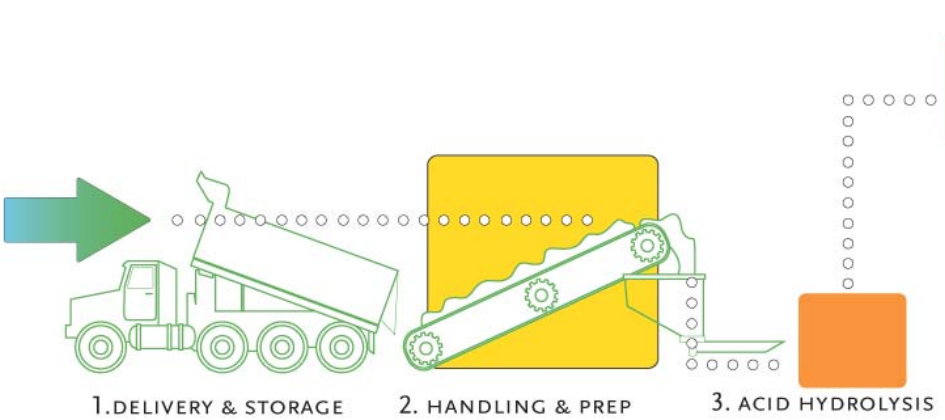
The Verenium process: getting to ethanol



Leading the market in advancing CEtOH technology to commercial scale

2007 – Pilot Plant

- ~ 50,000 gallons/year
- Primarily bagasse, energy cane

2008 – Demo Plant

- 1.4 MGY
- 1st of its kind in U.S.
- Fully integrated, large-scale cellulosic ethanol facility
- Built to test wide range of feedstocks, enzymes
- Completed start-up and commissioning, recently began optimization

2011 – 1st Commercial Plant

- ~36 MGY
- $250 - $300M (est.)
- Build in partnership with BP
- Plan to break ground 2010
- Located in Highlands County, FL
- Additional facilities to follow as soon as practical

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BP partnership:

Significant accelerant for commercial-scale development

Assembling core capabilities across the value chain to accelerate commercial-scale cellulosic ethanol production

Agronomics

Biomass cultivation and logistics

Technology

Gene discovery, enzyme development & novel microbes

Proprietary
Enzymes & microbes that enable production of ethanol from a wide array of feedstocks

Development

Engineering, finance, licensing & partnerships

Operations

Assets & property processes

Marketing

Commercial off-take, logistics & marketing

BP partnership:

Deal overview — two phases of collaboration

Phase One:

- Focus: technology development for deployment into commercial production facilities in the U.S., and eventually ROW
- Structure: 50/50 owned special purpose entity (SPE) created as technology repository, licensing vehicle
- $90M funding to VRNM over the next 18 months; *non-dilutive capital*
- Joint Steering Committee established to manage phase one activity

Phase Two:

- Focus: development of first commercial plant, following portfolio of facilities
- Structure: 50/50 owned JV company
- Key terms: BP contributes $22.5M, Verenium contributes development assets, including Highlands, FL, project and another early stage commercial site

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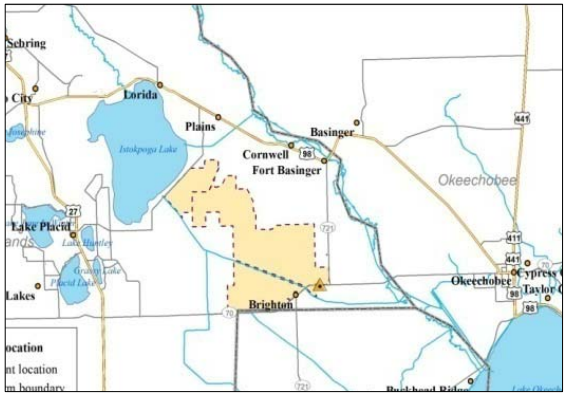
Highlands Ethanol: Project Overview

- Verenium and BP's first commercial-scale, cellulosic ethanol production facility
- Establishes Florida as a leader in 2G Fuels
- Located in Brighton (Highlands County)
- 36 MGY capacity
- Growing services w/Lykes Bros. on 20,000 farmable acres
- $250-$300M capital investment, generating 140 permanent jobs (production/agriculture) and over 400 temporary construction jobs
- Uses landmark C5 conversion technology originated by Dr. Lonnie Ingram & team at UF



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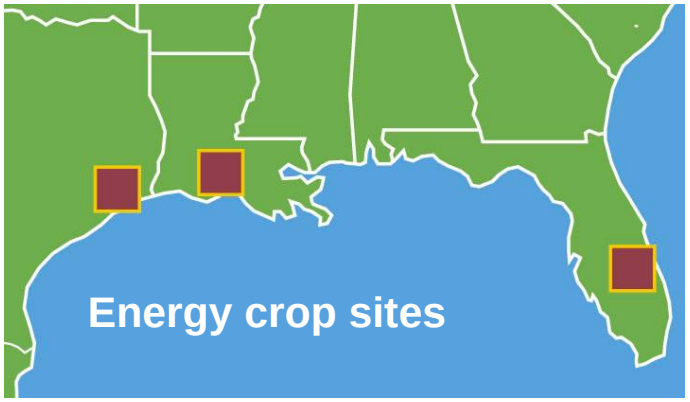
Commercial development:

Near-term focus on southeast US

- Ultimately national / global play; Gulf region is first leg
- Initial focus: position 6 projects for close between 2009 and 2011

- Commercial sites in development
  - Grass/energy cane/bagasse
  - Local agricultural partners
  - Good logistical interfaces
  - Some co-located

- Three energy crop plantations
  - ~100 acres / plantation
  - Energy cane and sorghum
  - Energy cane expandable in two years to 17k acres
  - Validation platform for growers



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Building a scalable 2G biofuels industry

- One project can prove out the feasibility of CEtOH – but a new industry requires infrastructure and policy support
- 1G ethanol set a template for 2G biofuels expansion
- Key challenges in the scale-up of 2G biofuels:
  - Identify, establish appropriate regional feedstocks; attract growers / landowners into crop production (forsaking traditional crops and government support programs)
  - Design, build, deploy new agricultural (harvest/haul) equipment
  - Specialized plant designs from engineering & construction firms
  - Fuels handling, transportation & dispensing infrastructure
  - Address the “chicken & egg” problem of Flex-Fuel Cars & E85 infrastructure

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Third generation biofuels:

Are Further Advances in Store Beyond "Advanced Biofuels?"

- 2G ethanol is chemically identical to 1G ethanol
- 3G biofuels use same feedstocks to yield higher-alcohol molecules (e.g., biobutanol)
- At issue: will the US have one, or multiple, standards for liquid fuels? (Analogy: Windows vs. MAC OS)
- Key issues:
  - Compatibility with existing storage/delivery infrastructure
  - Energy content (ethanol has higher octane, but lower BTUs)
  - Chemical characteristics (e.g., corrosiveness, miscibility)
  - Environmental characteristics of different molecules
  - Compatibility with existing cars, small engines, boats

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The future of fuels: concluding thoughts

- Our energy-intensive, industrial civilization is approaching a turning point (1750s wood-coal; 1850s whale oil-petroleum)
- Fossil energy development costs continue to rise – biofuel technology advances driving costs down
- Financial markets meltdown has pulled back global oil demand and prices, postponing the crossover point
- Given GHG / peak oil concerns and long lead times, do not have the option not to pursue renewable biofuels. Question is, *how to do biofuels right!*
- Urgent that the US achieve success in demonstration and proto-commercial deployments – and remove uncertainty by resolving standards for future fuel molecules.

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