

## **Investment memorandum**

Water is life. Most of the world's population lives near water. The largest cities are built on the shores of seas, lakes, rivers and canals. At the same time, water surface is used as a medium for the transiting of people and goods. Nowadays, has become a global trend the remaking of vehicles from internal combustion engines to electric power. Such machines are distinguished not only by "zero" environmental impact, but also by much lower operating costs. This applies not only to cars and trucks, but also to water transport, which provides two and a half percent of greenhouse gas emissions. All over the world - from Europe and the USA to China and Japan, electric ships of different classes are being developed.

In 2019, the engineering company "[Morsvyazavtomatika](#)" (well-known manufacturer in the ship instrument making market - it operates in metalworking, high precision machine tools, energy storage systems) in partnership with the National Reserve Corporation (beneficial owner - [Alexander Lebedev](#)) launched the Emperium project, investing \$10 million in the development and serial production of electric-powered urban-type passenger river vessels.

On June 27, 2020, in St. Petersburg, was launched the first Ecovolt vessel, which can take on board 80 passengers and can move without recharging for 12 hours at a speed of 9 knots. Power consumption in 7.5 hours of operation was only 48% or 237 kWh. Emperium's intellectual property currently consists of patents for catamaran hulls and four in-house technical developments for electric boats - Ecovolt, Ecocruiser, Cityvolt and Ecobus. These modifications are intended for use on river and sea routes in large agglomerations and tourist centers.

Shareholders have already built company's own shipyard with a capacity of thirty ships per year. The production assets of the Emperium shipyard include two manufacturing facilities 4,000 sq. m., a berth wall 150 m long, a modern slip for lowering manufactured hulls with the subsequent process of retrofitting with equipment at mooring at the berth wall, as well as a section for an additional administrative and store complex. The hull assembly will be carried out using the world's biggest proprietary 3D printer. The shipyard began operations in the second quarter of 2020, the hull printing is planned from 2022.

The ships are built on the basis of serial multi-platform solutions, differ in capacity (from fifty to two hundred and twenty passengers), speed (6,5-23 knots), and energy intensity (up to 1.4 MWh). They

provide a year-round operation. Additionally, a complete power supply system with a battery power source for a cargo-passenger ferry has been developed.

Due to the transformable cabin, the interiors can be adapted to the various tasks of the operators: tourist walks, water bus, floating restaurant or club, etc. Moreover, the vessels can be delivered in "kits" for final assembly at any other site equipped for this. Emperium has already signed firm contracts for 18 electric ships, orders for 50 are in option.



### Marine systems

R&D and Engineering

### Own shipyard

30 vessels per year

### Electric ships

Assembly production

Accumulation system

**Unipower LTO**



Inverter

**Papir**



Fast

Ecocruiser / river - sea



Walking river

Cityvolt



Propeller screw



Walking river

Ecovolt 1.0 + 2.0



Urban, all-year

river Ecobus M&V



Walking river

Ecovolt 3.0



Electric Ferry



Control panel at the captain's cabin



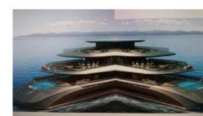
### Turnkey IT platform and ship control systems

— adaptable to an expanded product line, including cargo and ferry types

Fishing / Freight



Hotel on the water



The next stage in the development of the Emperium project will be entry into high-margin markets: electric cargo barges / container ships, including autonomous piloting, electric fishing vessels, "green" floating hotels / houses and mobile mini-power plants on LPG.

The business model of Emperium differs from classic shipyards, since all operating and power systems of ships (these are energy storage devices, inverters, frequency converters, air conditioners, electric motors, hull and interior solutions, high-power charging stations) are developed and assembled within the enterprise itself. This made it possible to achieve the price indicators of the final product comparable to the cost of new diesel analogues, and much cheaper than the electric ships already available on the market.

## **Currently, the Emperium team sets itself ambitious goals:**

- 1). Capitalize an asset already in the short-term horizon and correspond to the generally accepted industrial "benchmark" for assessing its value;
- 2). Create a unique business model in the global shipbuilding industry with a set of engineering and manufacturing competencies of a full cycle "in-house";
- 3). To become the first in the world to introduce the "vehicle to grid" system on water electric transport.

According to independent estimates, the capitalization of Emperium today is 40 million US dollars. In the future, the company plans to follow the path of [Arrival](#), a start-up for the production of electric vans, whose capitalization is now more than 13 billion: selling a small share to a strategic investor, signing contracts for dozens of ships with major operators (such as Vodokhod in Russia or Thames Clippers in Great Britain, etc.), IPO.

## **Mechanics of project funding via SCI (Safe Coin Investing)**

From April 15 until the end of distribution, any InDeFi SmartBank clients can take part in funding the project from the yield on deposits in cryptocurrency.

To do this, you need to deposit funds on a smart contract of the Emperium project, which will distribute TEI (Token of the Emperium Investor) for free.

The total number of TEI tokens is 3 million. The issuing principle is strictly  $1 \text{ TEI} = 1 \$$ , obtained by the Emperium project from the yield on deposits in InDeFi.

After the end of the issue, the crowdfunding goals are considered to be achieved, and 3 million TEI tokens will be appropriately exchanged for 7% of the authorized capital of LLC Emperium in accordance with the Federal Law of July 31, 2020 No 259-FL "On digital financial assets, digital currency and on Amendments to Certain Legislative Acts of the Russian Federation".

The project's Soft CAP is US \$3 million to fund Emperium. The upper limit of the value of funds on deposits is not limited: the more liquidity is provided, the faster required yield will be obtained (with the \$10 million, the predicted completion time of the round is about 8 months).

TEI tokens are distributed among liquidity providers in proportion to the contribution once a month, starting from June 1, 2021.

Any of the participants in the investment round can withdraw their deposit at any time, or invest deposited funds it to another project. At the same time, the already distributed TEI tokens remain with the holder.

InDeFi SmartBank can use the yield from deposits under the SCI smart contract only to fund the Emperium project (excluding operating costs for which investors are rewarded with IDF tokens in accordance with the White Paper of InDeFi SmartBank).