INTELLIGENTLY ELECTRIFYING THE PLANET | 2022 Q1 UPDATE

NUVVE.COM

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COMPANY OVERVIEW

NUVVE SITS AT THE INTERSECTION OF TRANSPORT & ENERGY

We are introducing a new model for electrification through our intelligent energy platform by increasing the utilization of electric vehicles (EVs) and turning them into valuable earning assets, thereby reducing their total cost of ownership (TCO). This helps the grid become more resilient while accelerating the world's transition to clean energy.

OUR PURPOSE

To intelligently electrify the planet, beginning with transportation.

OUR VISION

Intelligently connecting the world's batteries so everyone has an opportunity to share in the benefits of an electrified world.

WHAT WE DO

Combining the world's most advanced vehicle-to-grid (V2G) technology and our ecosystem of partners, we dynamically manage power among EV batteries and the grid.

THE NUVVE V2G PROMISE

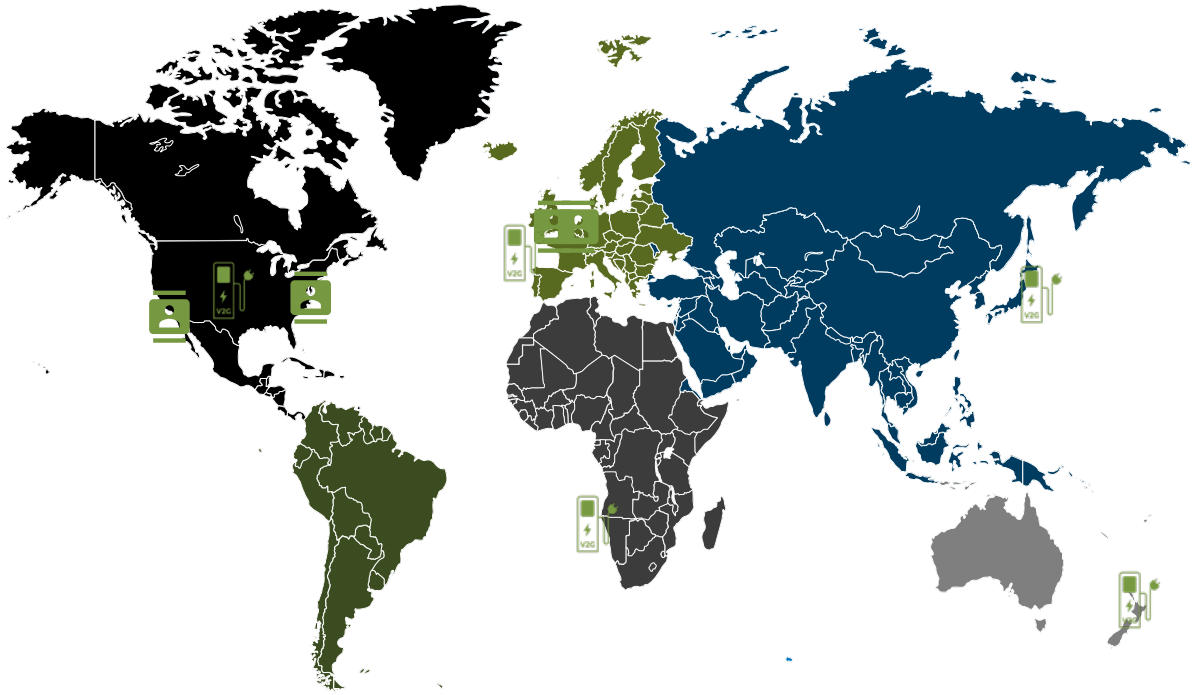
Drivers always have enough energy to drive

Customers enjoy cost savings and revenue generation opportunities

We work within OEM battery warranty limits

OUR GLOBAL FOOTPRINT

- Headquarters in San Diego, CA
- Offices in Newark (Delaware), London, UK, and Copenhagen, Denmark
- 60+ employees and growing
- 25+ years of V2G R&D
- 16+ MW under management across the world
- 5+ years of continuous V2G commercial operations in Denmark



LEADERSHIP TEAM

Gregory Poilasne

Co-Founder,
Chairman & CEO

KYOCERA DOCKON ethertronics

Ted Smith

Chief Operating Officer

WALL STREET ASSOCIATES

AMERICA'S NAVY

David Robson

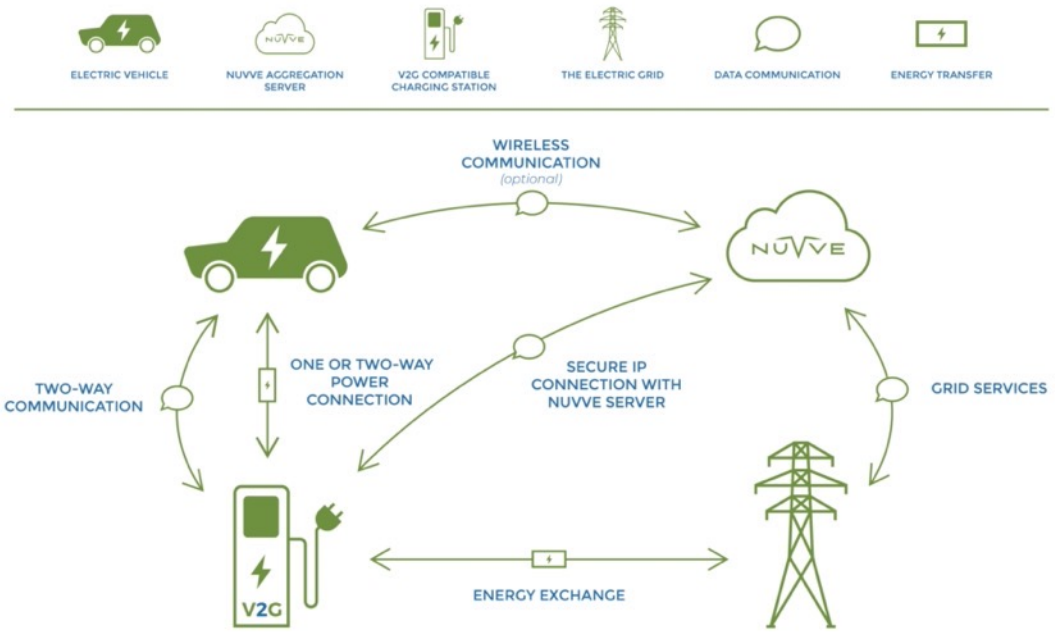
Chief Financial Officer

Deloitte. PIRCH carparts.com

V2G MARKET LANDSCAPE

WHAT IS VEHICLE-TO-GRID (V2G)?

- Allows EVs to serve as distributed energy resources (DERs) by enabling EVs to charge *and* discharge energy from their batteries
- Stored energy from EV batteries is then used to add capacity to the grid and/or perform services that help stabilize the grid and prevent blackouts



*In markets where this is allowed/applicable

EV & POWER DEMAND FORECAST

Explosive growth:

- By 2040, an estimated 550 million EVs will be on the road
- Globally, EVs will represent more than two-thirds of passenger vehicle sales by 2040

Increased power demand:

- By 2040, EVs are projected to make up 10% of total electricity demand in the U.S. and Europe

Figure 3: Electric vehicle fleet forecast by vehicle type, base-case

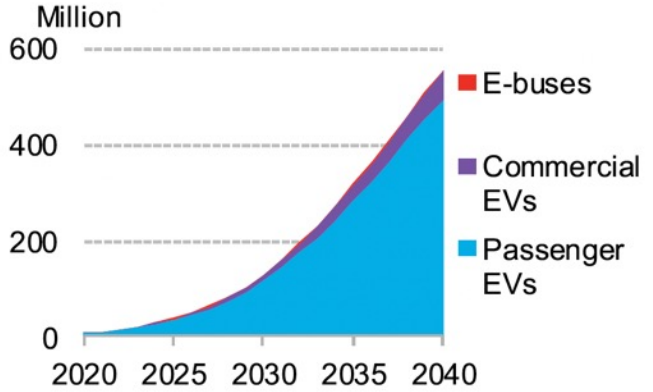
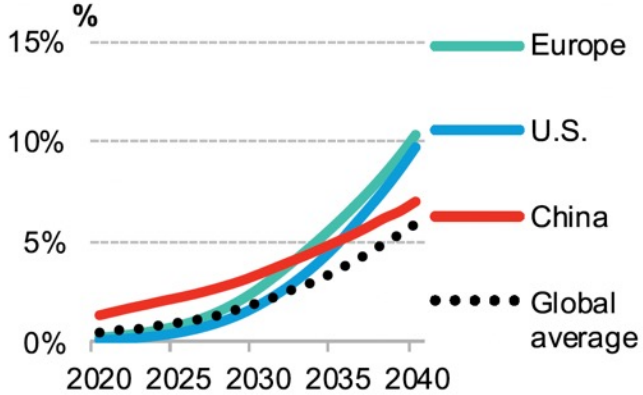


Figure 4: Electric vehicle electricity demand as a percentage of total electricity demand



Source: BloombergNEF Note: Analysis from BNEF's Electric Vehicle Outlook. The EV fleet represents 29% of all vehicles on the road in 2040. Commercial EVs includes vans and trucks.

V2G helps solve the grid issues EV growth creates

Sources: BloombergNEF Economic Transition Scenario, Vehicle-to-Grid Big Opportunities Big Challenges March 2021 report

NUVVE'S V2G SOLVES HIGH-LEVEL ISSUES & CREATES VALUE ACROSS THE ECOSYSTEM

REDUCES RELIANCE ON FOSSIL-FUELED POWER

INCREASES GRID STABILITY

ACCELERATES THE ADOPTION OF EVs

PAVES THE PATH TO A SUSTAINABLE FUTURE

CONNECTS THE ENERGY ECOSYSTEM

LOWERS THE TOTAL COST OF OWNERSHIP

KEY INVESTMENT CONSIDERATIONS

FIRST MOVER ADVANTAGE

IP: key patents and 25+ years R&D

TSO Qualification: Qualified by multiple TSOs around the world, making it easier to expand

Data: Years of data accumulation allows Nuvve to move rapidly and accurately for future developments

V2G Experience: 10+ years of energy market participation; experience with multiple auto OEMs, charging station manufacturers, and utilities

Financing: Custom, turnkey electrification solution with 100% financing options through joint venture, Levo, with $750M in committed capital

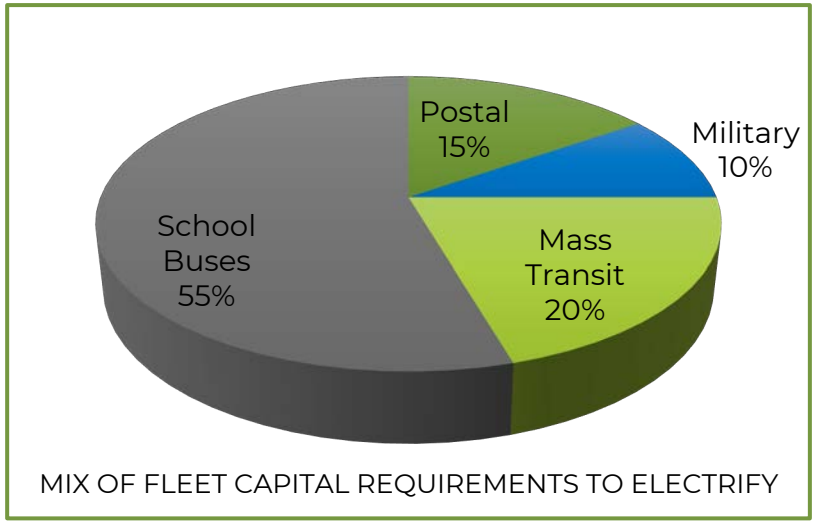
SCHOOL BUSES ARE THE IDEAL USE CASE FOR V2G

- Largest fleet in the U.S.
- Consistent route-based transport with known energy needs
- Parked and unused most of the time
- 95%+ are diesel today – bad for student, driver, and community health
- Reduction of ~88mm tons of carbon emissions with the electrification of the entire U.S. school bus fleet – equivalent to planting ~108 million acres of trees

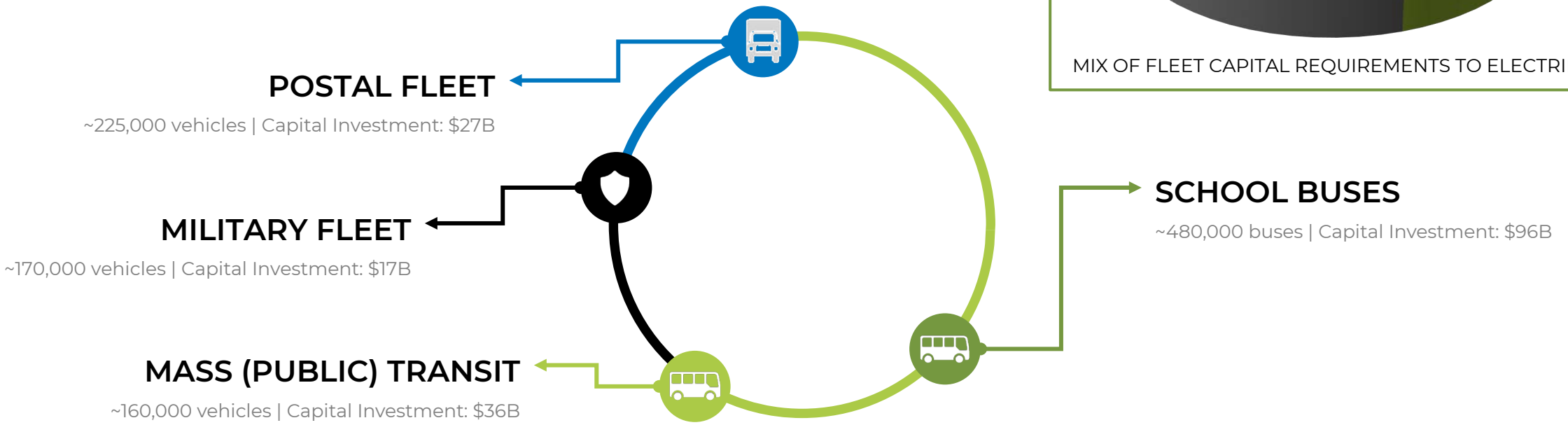
Source: EPA. (1) Assumes 12-year asset life.

U.S. FLEET ELECTRIFICATION CAPITAL NEEDS

- Fleet Electrification Capital Requirements: ~$176B+
- Passenger Vehicle Electrification Capital Requirements: ~$6.4T



MIX OF FLEET CAPITAL REQUIREMENTS TO ELECTRIFY



POSTAL FLEET

~225,000 vehicles | Capital Investment: $27B

MILITARY FLEET

~170,000 vehicles | Capital Investment: $17B

MASS (PUBLIC) TRANSIT

~160,000 vehicles | Capital Investment: $36B

SCHOOL BUSES

~480,000 buses | Capital Investment: $96B

Sources: New York School Bus Contractors Association, U.S. Postal Service, American Public Transit Association, other public records. TAM figures assume an average approximate cost per electric vehicle type.

MARKET OPPORTUNITY: U.S. SCHOOL BUSES

Yellow School Buses in the US[1]

480,000

Assuming 100% electrified by 2035 with 60kW V2G chargers

Electric School Bus Power Capacity

~29 GW

Less than 1% are electric today

100% electrification of school buses could increase U.S. electric power generation capacity by nearly 3%[2]

Assuming all electric buses are powered by Nuvve's proprietary V2G

V2G POWERED BY NUVVE

29 GW

Assumed Monthly Value of Energy Storage[3]	Storage Annual Revenue
$120 / kW-year	**$3.5B**
$240 / kW-year	**$6.9B**

Nuvve's experience and intellectual property make us uniquely qualified to capture this massive market opportunity

(1) Source: World Resources Institute. (2) Source: EIA; US power generation capacity as of the end of 2020. (3) Assumed value based on company estimates.

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MARKET OPPORTUNITY: PASSENGER VEHICLES

Global Electric Vehicles[1]

500M by 2040

Assuming 100% electrified by 2040 with 7kW V2G chargers

Global Electric Vehicle Power Capacity

~3500 GW

100% V2G electrification of global EVs by 2040 would represent over 3 times the total U.S. power generation capacity today[2]

Assuming all electric buses are powered by Nuvve's proprietary V2G

V2G POWERED BY NUVVE

3,500 GW

Assumed Monthly Value of Energy Storage[3]	Storage Annual Revenue
$120 / kW-year	**$420B**
$240 / kW-year	**$840B**

(1) Source: BloombergNEF Long Term Electric Vehicle Outlook 2020; Estimated number of electric passenger vehicles. (2) Source: EIA; US power generation capacity as of the end of 2020. (3) Assumed value based on company estimates.

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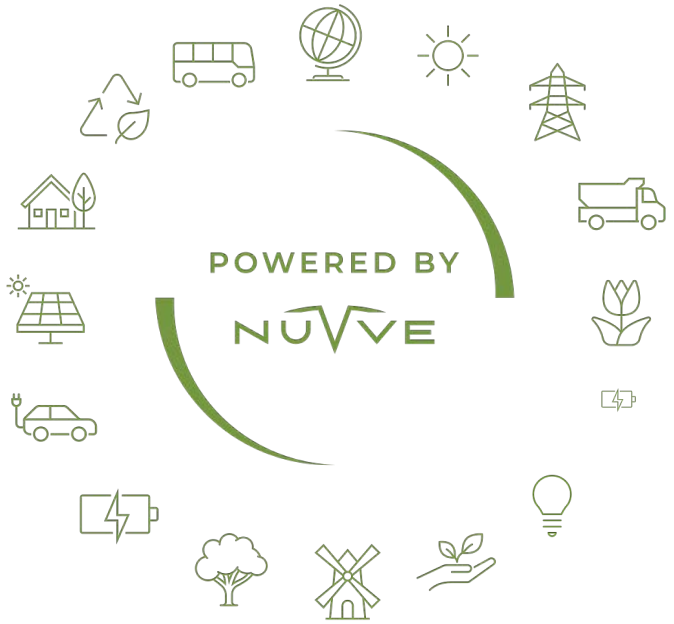
ESG: THE MULTIPLIER EFFECT

Environmental, Social, Governance

- Developing solutions for a scalable and sustainable green society
- Enables increased penetration of renewables
- Increases grid resiliency and reduces need for costly grid upgrades to integrate EVs
- Creates “energy equity” – increasing capacity for grid benefits for everyone
- Committed to increasing diversity and inclusion of team
- Working with schools in disadvantaged communities



ESG leaders have enhanced access to funds and margins

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BUSINESS OVERVIEW

EVOLUTION OF NUVVE

1996

Professor Kempton develops V2G concept

2010

Nuvve incorporates and acquires V2G international tech license

2012-2015

Hong Kong V2G project

DTU Nikola project

Netherlands project

2016

Launches commercial service in Denmark

Nuvve acquires US rights to V2G patents

2017

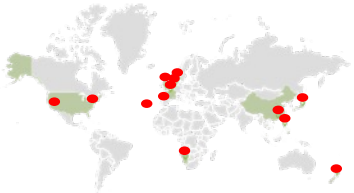
CEC grant for UCSD project + U.K. project

Series A financing with EDF Renewable + Toyota Tsusho

Nuvve acquires V2G IP

2018

Managing projects on 5 continents



2019

EDF and Nuvve launch DREEV

2020

Announces V2G electric school bus partnerships

Nuvve announces plans to become public company

2021

Becomes a public company (NVVE)

Nuvve + Stonepeak launch Levo

Celebrates 5 years of commerical V2G operations in DK

Announces V2G hubs

2022

Nuvve + 2021.AI announce Astrea AI

Announces Swell partnership for residential V2G

THE POWER OF NUVVE'S INTELLIGENT ENERGY PLATFORM

INCREASES THE UTILIZATION OF EVs

TRANSFORMS EVs INTO VALUABLE EARNING ASSETS

REDUCES TCO

CONTRIBUTES TO A MORE RESILIENT GRID

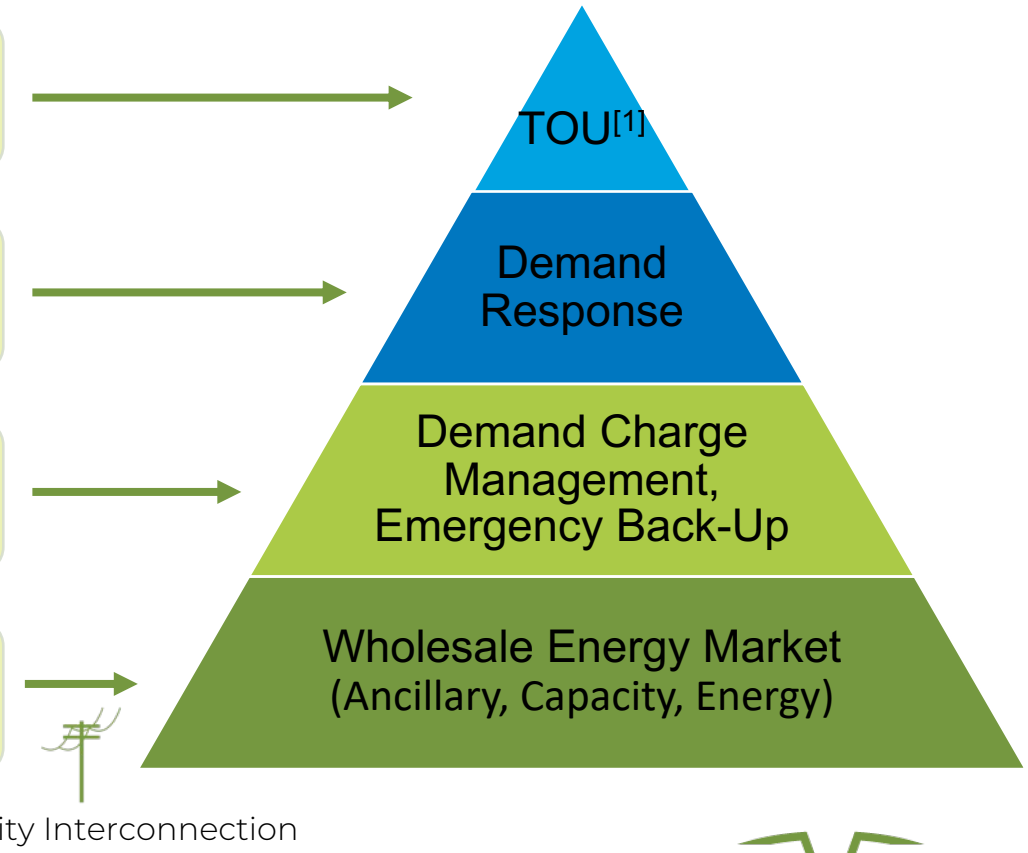
INTEGRATES RENEWABLE ENERGY IN A MORE RELIABLE WAY

CREATES ENERGY EQUITY

SAVING & REVENUE OPPORTUNITIES

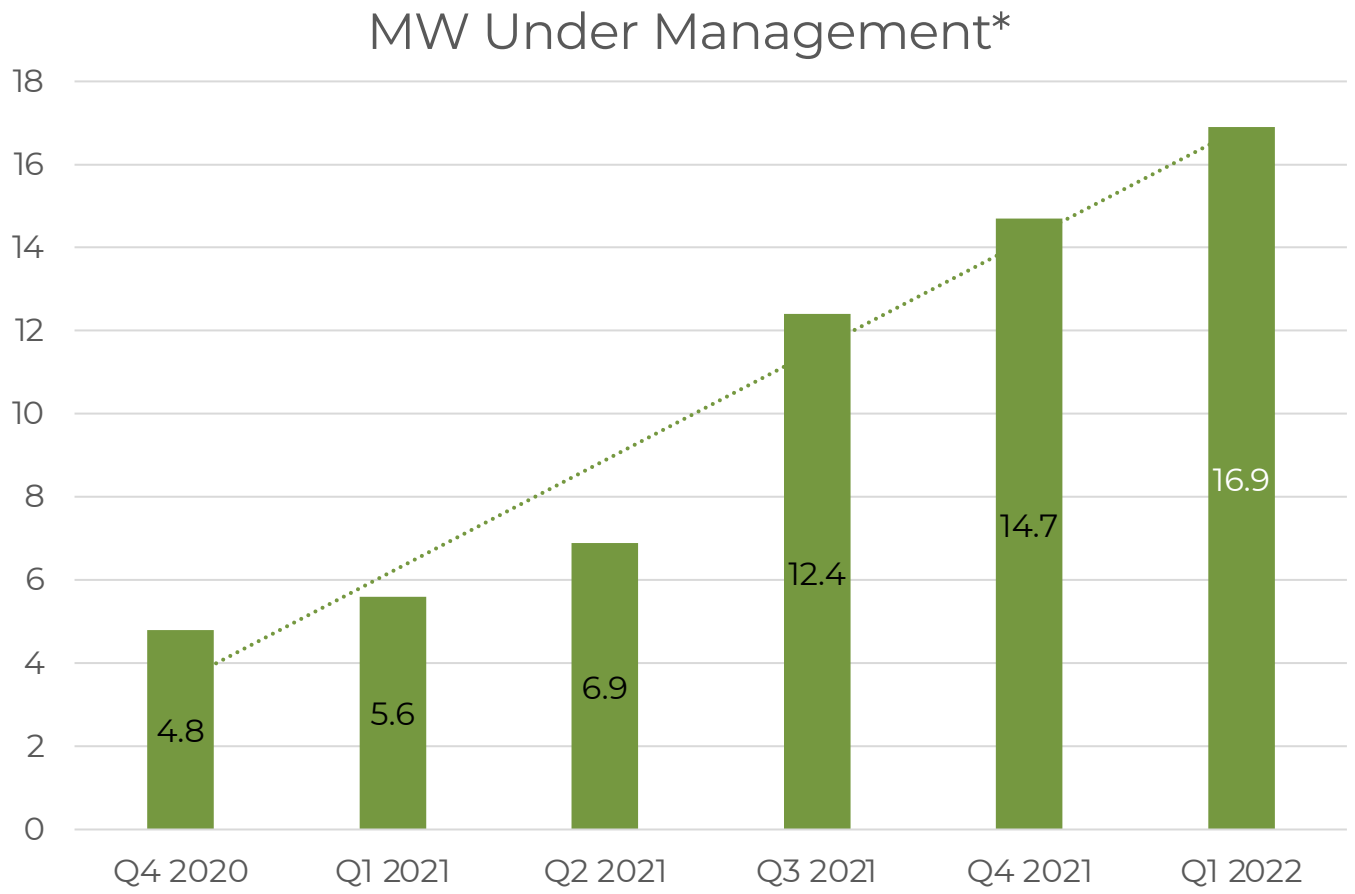
Nuvve is capable of providing all levels of Vehicle Grid Integration, including V2G, providing revenues from grid services and utility bill savings behind the meter.

Smart Charging	One-way stop/start charge at scheduled times
V1G	Dynamic charge rate based on external signals
V2B / V2H	Bidirectional charging, connected to buildings, able to respond to tariff signals
V2G	Interconnected energy storage that can respond to fast grid signals and participate in energy markets



[1] TOU = Time of Use Optimization

COMPANY GROWTH TREND



Megawatts under management grew 15% in 2022 Q1 compared to 2021 Q4 and 252% from the end of 2020 through Q1 2022

**Megawatts under management refers to the potential available charging capacity Nuvve is currently managing around the world*

COMPETITIVE LANDSCAPE

		NUVVE	chargepoint	The Mobility House	enel x	Shell	EVgo energy	FERMATA ENERGY	Highland Electric Transportation
Transportation	Fleet Charge	✓	✓	✓	✓	✓		✓	✓
Behind-The-Meter	TOU	✓	✓	✓	✓	✓	✓	✓	
	Demand Charge	✓	✓	✓	✓	✓	✓	✓	✓
	V2H	✓							
Grid Services	Demand Response	✓	✓	✓	✓	✓		✓	
	Voltage Control	✓							
	Reactive Power	✓							
	Energy Arbitrage	✓		✓					
	Frequency Regulation	✓							
	Bidirectional	✓	✓	✓			✓	✓	✓

Note: Competitor services as advertised or promoted through press

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REVENUE STREAMS

Charging Station Hardware

- White labeled from EVSE partners integrated with Nuvve software

Grid Services Revenue

- Agreements with customers and/or directly with utilities for % share of revenue earned through grid services

Fleet-as-a-Service

- All-in-one electrification solution for a flat monthly fee

EXPANDING OUR PARTNERSHIPS

ABB · LION ELECTRIC · Rhombus Energy Solutions · NISSAN · wallbox · Cummins

BLUE BIRD

- OEM integration; all Blue Bird electric buses come standard with Nuvve V2G
- Building 1st large-scale "V2G hub" at Fort Valley production facility
- OEM partner for Levo to offer as leasing option to school districts

BYD

- OEM integration underway to be used across vehicle types – transit buses and coaches, yard tractors, drayage and refuse trucks, last mile delivery vehicles, and school buses.

2021.AI

- Forming joint venture, "Astrea AI" to integrate AI to Nuvve's platform to broaden and optimize services offered today

swell

- Combine battery storage, solar, and smart EV charging into a comprehensive home energy system for residential and commercial markets

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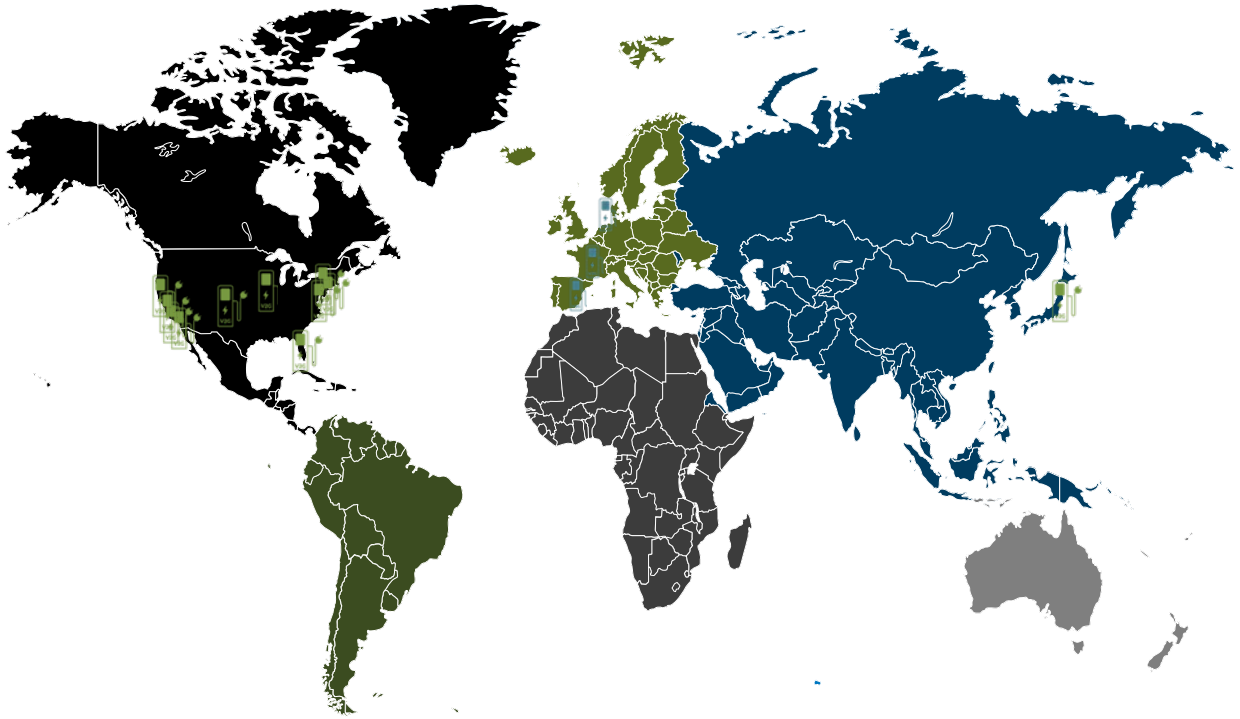
UTILITY PARTNERS AROUND THE WORLD

United States:
- PGE
- PG&E
- SCE
- SDG&E
- La Plata Energy Association
- Ameren
- New Hampshire Electric Co-Op
- Con Edison
- FPL



Europe:
- GALP
- EDF

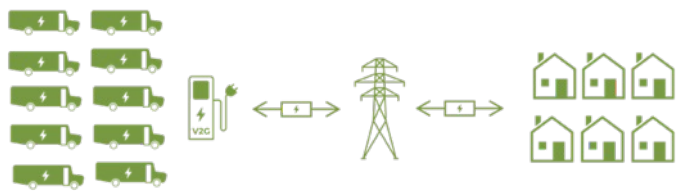
Asia:
- Chubu Electric Power

V2G HUBS: TURNING EVs INTO POWER PLANTS

- Nuvve's platform aggregates energy and power capacity from multiple EV batteries to form a virtual power plant (VPP)
- The VPP can provide services to the grid that add capacity, help stabilize it, and prevents blackouts

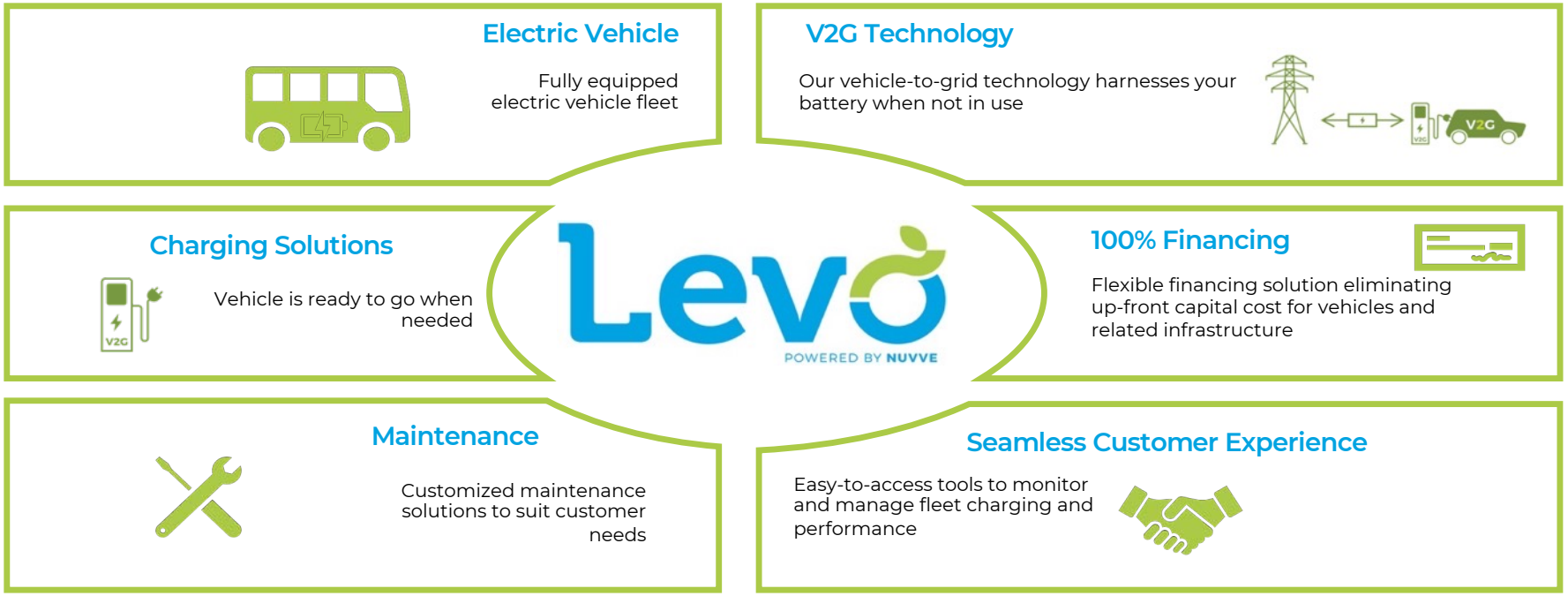
The Power of V2G Hubs:

- If you have 200 buses connected at 125kW = 25MW of capacity
- 25MW would be capable of reducing peak consumption of 10,000 homes by 50%



FLEET-AS-A-SERVICE FROM LEVO

- Levo combines Nuvve's V2G technology and energy management expertise with Stonepeak's capital (up to $750M committed to Levo) and sustainable infrastructure experience
- Offers an all-in-one solution including the EVs, associated charging infrastructure plus site upgrades, and intelligent energy management
- 100% financing, no upfront costs, fixed monthly fee



2022 Q1 FINANCIALS & UPDATES

CONDENSED CONSOLIDATED BALANCE SHEETS

Assets	March 31, 2022	December 31, 2021
Current assets		
Cash	23,704,646	32,360,520
Restricted cash	480,000	380,000
Accounts receivable	1,431,134	1,886,708
Inventory	9,328,206	11,118,188
Prepaid expenses and other current assets	1,685,008	1,036,645
Total Current Assets	**36,628,994**	**46,782,061**
Property and equipment, net	572,499	356,194
Intangible assets, net	1,446,218	1,481,077
Investment in joint venture	670,951	670,951
Right-of-use Operating Asset	3,397,270	3,483,042
Deferred Financing Costs	43,562,847	43,562,847
Financing Receivable	238,624	138,161
Other long term assets	3,057	3,057
Total Assets	**$ 86,520,460**	**$ 96,477,390**
Liabilities and Stockholders' Equity		
Current Liabilities		
Accounts payable	3,216,560	5,738,873
Accrued expenses	3,564,224	2,874,018
Deferred revenue	690,868	719,771
Operating Lease Liabilities - current	41,513	41,513
Other Liabilities	108,384	110,574
Total Current Liabilities	7,621,549	9,484,749
Operating Lease Liabilities - noncurrent	3,532,278	3,441,642
Warrants liability	458,476	866,000
Derivative Liability - Preferred Stock	433,000	511,948
Other long term liabilities	17,283	18,860
Total Liabilities	**12,062,586**	**14,323,199**
Commitments and Contingencies		
Mezzanine equity	3,046,892	2,885,427
Stockholders' Equity		
Common Stock	1,891	1,888
Additional paid-in-capital	128,594,145	127,138,504
Accumulated other comprehensive income (loss)	99,762	113,446
Accumulated deficit	(56,385,798)	(47,412,470)
Nuvve Stockholders' Equity (Defecit)	72,310,000	79,841,368
Non-Controlling Interests	(899,018)	(572,604)
Total Stockholders' Equity	71,410,982	79,268,764
Total Liabilities and Stockholders' Equity	**$ 86,520,460**	**$ 96,477,390**

CONDENSED CONSOLIDATED STATEMENT OF OPERATIONS

	Three Months Ended March 31,	
	2022	**2021**
Revenue		
Products and services	2,253,784	311,903
Grants	117,249	487,129
Total revenue	2,371,033	799,032
Expenses		
Cost of product and service revenue	2,142,312	127,228
Selling, general and administrative	7,625,550	4,482,740
Research and development	2,135,575	1,262,950
Total expenses	11,903,437	5,872,918
Operating loss	**(9,532,404)**	**(5,073,886)**
Other income (expense)		
Interest expense	1,458	(597,549)
Change in FV of private warrants liability	433,000	421,830
Change in FV of Derivative liability	53,472	-
Other, net	(29,787)	(112,115)
Total other income (expense), net	**458,143**	**(287,834)**
Loss before income tax expense	(9,074,261)	(5,361,720)
Income tax expense	-	-
Net Loss	**(9,074,261)**	**(5,361,720)**
Less: Net loss attributable to non-controlling interests	(100,933)	
Net Loss attributable to Nuvve Holding Corp	(8,973,328)	(5,361,720)
Less: Preferred dividends on redeemable non-controlling interests	64,015	-
Less: Accretion on redeemable non-controlling interests preferred shares	161,466	-
Net loss attributable to Nuvve common stockholders	**(9,198,809)**	**(5,361,720)**

CONDENSED CONSOLIDATED STATEMENT OF CASH FLOWS

	Three Months Ended March 31,	
	2022	2021
Operating activities		
Net loss	$ (9,074,261)	$ (5,361,720)
Adjustments to reconcile to net loss to net cash used in operating activities		
Depreciation and amortization	67,302	41,390
Share-based compensation	1,455,644	262,105
Beneficial conversion feature on convertible debenture	-	427,796
Accretion of discount on convertible debenture	-	116,147
Change in fair value of warrants liability	(433,000)	(421,830)
Change in fair value of derivative liability	(53,472)	-
Loss on disposal of asset	-	1,405
Gain on extinguishment of PPP Loan	-	(764)
Noncash lease expense	178,849	-
Change in operating assets and liabilities		
Accounts receivable	454,849	151,204
Inventory	1,789,982	(1,853,640)
Prepaid expenses and other assets	(915,356)	(1,656,880)
Accounts payable	(2,521,672)	1,703,781
Accrued expenses	624,722	3,723,729
Deferred revenue	(23,476)	233,426
Net cash used in operating activities	(8,449,889)	(2,633,851)
Investing activities		
Proceeds from sale of property and equipment	-	8,107
Purchase of property and equipment	(250,861)	-
Net cash provided by (used in) investing activities	(250,861)	8,107
Financing activities		
Proceeds from Newborn Escrow Account	-	58,471,961
Redemption of Newborn shares	-	(18,630)
Issuance costs related to reverse recapitalization and PIPE offering	-	(3,704,921)
Proceeeds from PIPE offering	-	14,250,000
Repayment of Newborn sponsor loans	-	(487,500)
Deposit with Newborn	-	(287,500)
Newborn Cash Aqcuired		50,206
Repurchase of common stock from EDF	-	(6,000,000)
Payment of Finance Lease Obligations	(2,073)	-
Net cash (used) provided by financing activities	(2,073)	62,273,616
Effect of exchange rate on cash	146,949	119,541
Net increase (decrease) in cash and restricted cash	(8,555,874)	59,767,413
Cash and restricted cash at beginning of year	32,740,520	2,275,895
Cash and restricted cash at end of year	**$ 24,184,646**	**$ 62,043,308**

2022 Q1 HIGHLIGHTS

Joint Venture with 2021.AI, Astrea AI

Announced plans to form a joint venture to integrate artificial intelligence to Nuvve's V2G platform

Levo Awarded Contract to Convert Midwest School Bus Fleet to Electric

Troy Consolidated School District 30-C chose Levo to help electrify its fleet over the next 10 years

Partnership with Swell for Residential and Commercial Solution

Together, companies will offer combined battery storage, solar, and EV charging solution

RECENT HIGHLIGHTS

Nuvve Receives Approval to Provide Grid Services in Japan

Nuvve, Toyota Tsusho, and Chubu Electric Power received approval from the Japanese TSO to provide stabilizing services to the grid in Japan

Nuvve Named 2022 BNEF Pioneer

Nuvve was named a 2022 BNEF Pioneer award winner by BloombergNEF for its innovative V2G electric charging solution

Nuvve Selected as DOE Collaboration Partner

Nuvve signed an MOU with the DOE to accelerate the commercialization of V2G, V2H, V2B, and other VGI technologies

Nuvve and Cenntro Announce Sales Alliance

Nuvve and Cenntro announced a sales alliance to offer a bundled EV and charging solution for commercial fleets

Nuvve Diversifies Charging Station Line-Up with Power Electronics

Nuvve and Power Electronics to integrate Nuvve's V2G platform with Power Electronics charging station technology for North America and European markets

APPENDIX

$1.2T BIPARTISAN INFRASTRUCTURE BILL

Nuvve Opportunities

$7.5B

Electric Vehicle Chargers

$2.5B

Electric Buses

$3B

Tech to Enhance Grid Flexibility

Specific V2G Mentions in Bill

- **Sec. 11109:** adds the installation of electric vehicle and vehicle-to-grid (V2G) infrastructure as eligible grant funding categories.
- **Sec. 40107:** "smart grid functions" that qualify include those that facilitates the integration of V2G technologies, renewables, and EV charging infrastructure

Source: https://www.congress.gov/bill/117th-congress/house-bill/3684/text

LEVO CONTRACT WITH TROY 30-C

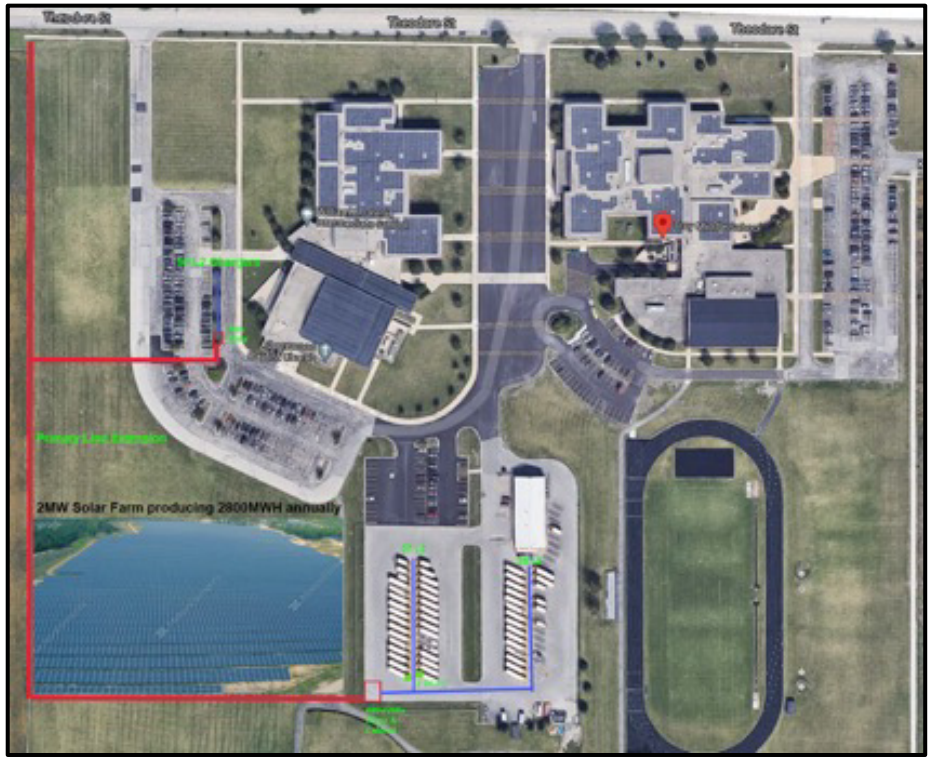
Preliminary Project Timeline

Phase 1 – 2022 Summer
- Install 10 staff chargers
- BTM upgrades and line extension

Phase 2a – 2023+
- Install up to 64 additional chargers
- Chargers can be deployed any time over next 10 years at school's election

Phase 2b – 2023+
- ROFR on any EV bus deployments at the district for the next 10 years
- Fleet consists of 43 Type C + 21 Type A

Represents up to $16M of qualified pipeline*



*"Qualified pipeline" includes potential customers where we have a memorandum of understanding in place, or we are working toward a definitive agreement; there are no guarantees of conversion to a final agreement and ultimate conversion to revenues for Nuvve , and ultimately products and services could be either sold outright to our customers or through a multi-year agreement which would affect timing of revenue recognition

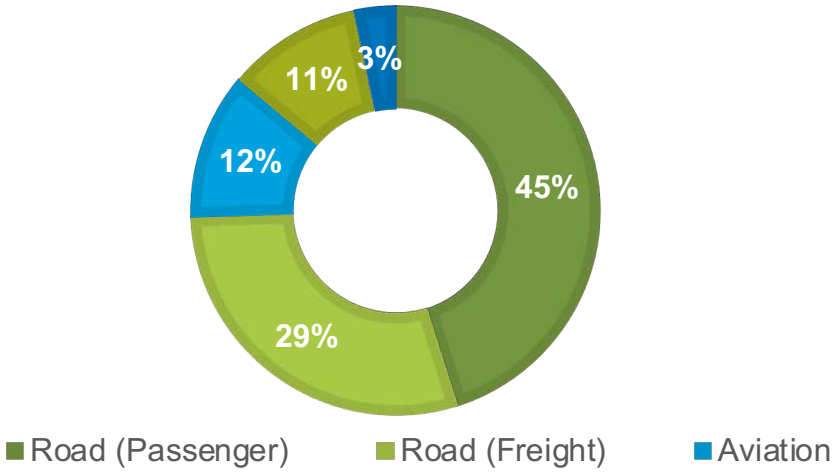
V2G HUB AT BLUE BIRD

- Blue Bird production facility in Fort Valley, GA for electric buses coming off the line
- Installing infrastructure to charge up to 400 Blue Bird electric buses
- Will create a capacity of up to 25 MW under management; potential to generate in excess of $2M in recurring grid service revenue annually

VEHICLE ELECTRIFICATION

POSITIVE IMPACT

ICE vehicles account for ~45% of global CO_2 emissions



Transport accounts for 24% of CO_2 emissions from energy

AND

NEGATIVE IMPACT

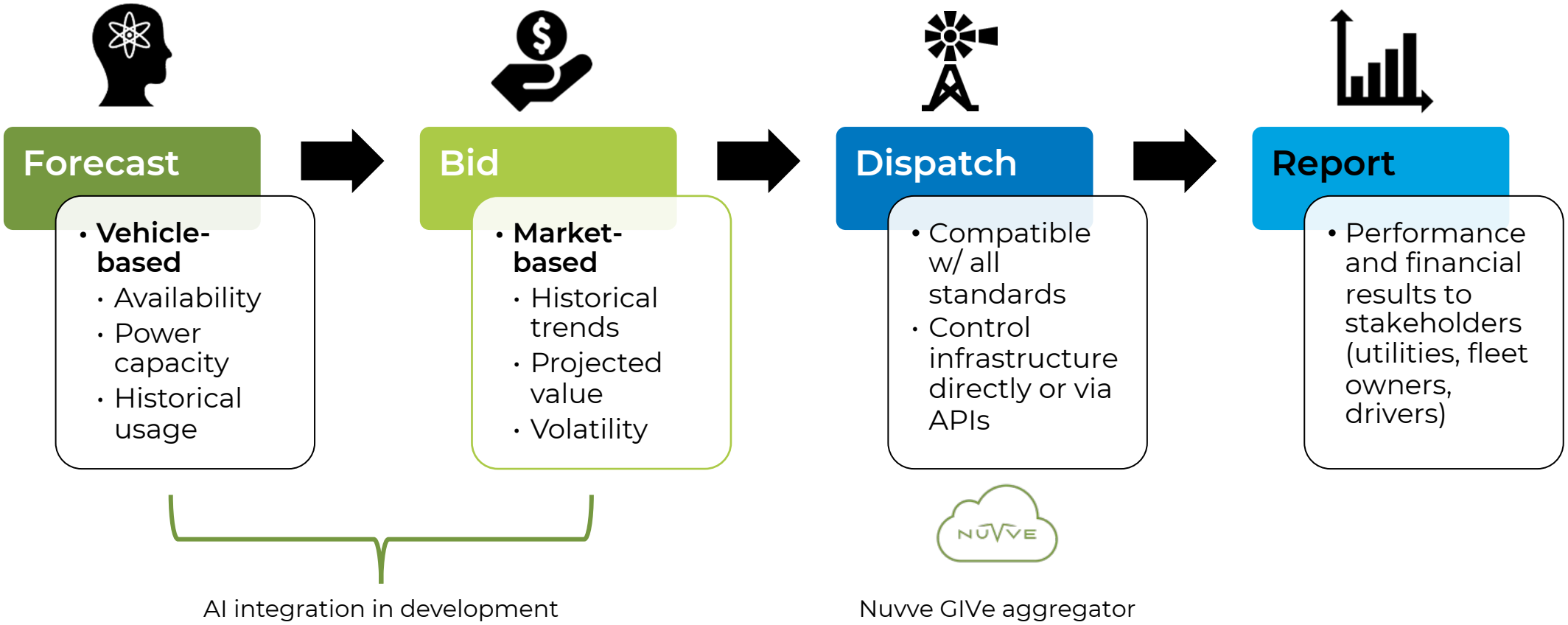
EVs are projected to create a 40% increase in power demand[1] requiring a $2T investment in grid upgrades[2]

+40%

+$2T

Sources: 2018 global CO_2 stats by sector from ourworldindata.org . (1) US Department of Energy, forecast through 2050. (2) Global grid investment requirement implied based upon grid upgrade costs per EV added to the California vehicle fleet implied by SCE "Reimagining the Grid" Dec. 2020 whitepaper

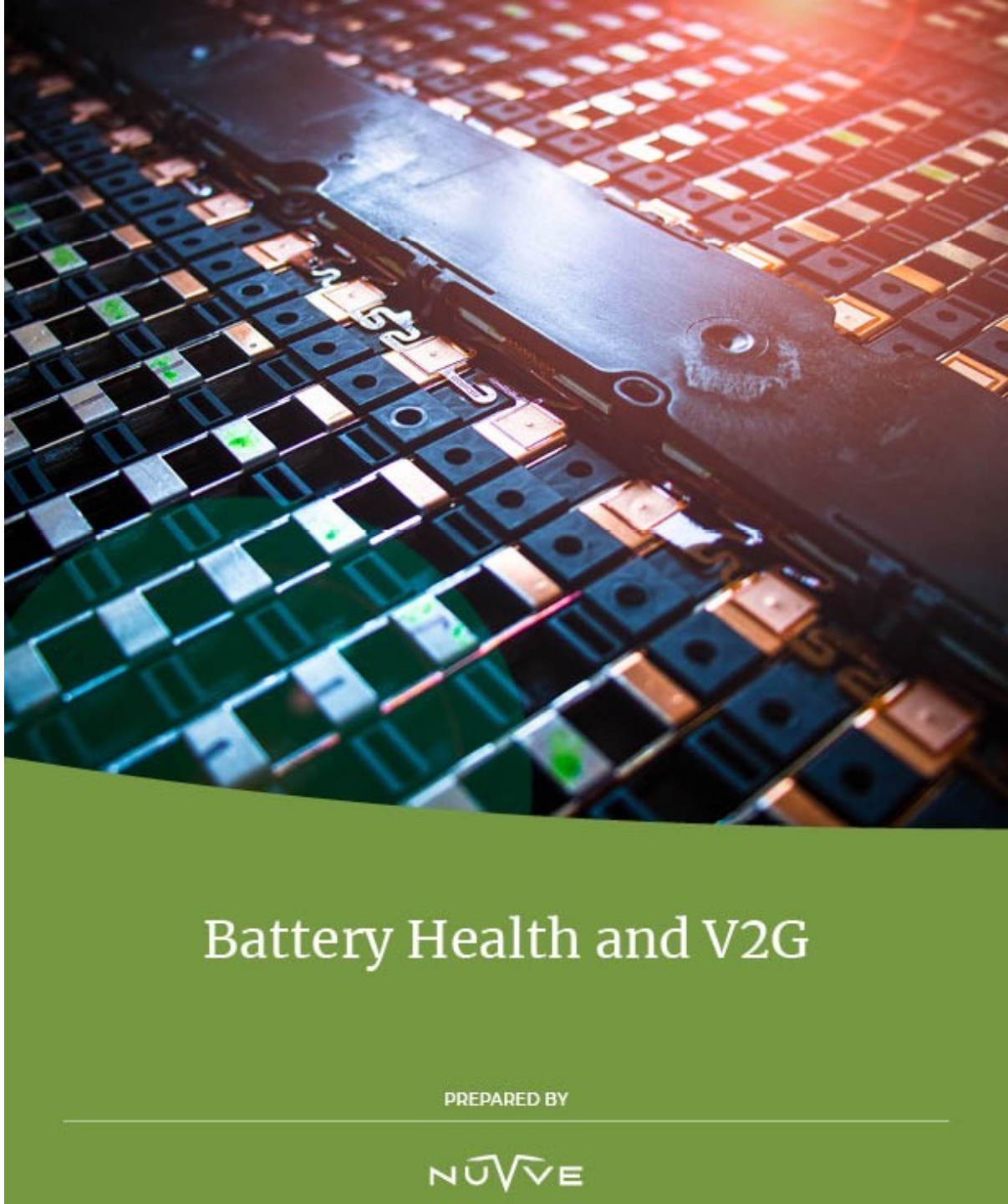
NUVVE PLATFORM: HOW IT WORKS



Nuvve's platform simultaneously meets the needs of drivers, batteries, and the grid on a second-by-second basis

BATTERY HEALTH PAPER

- Learn about the factors that affect EV battery health and how intelligent energy management can help improve it
- Download the paper at nuvve.com/battery-health

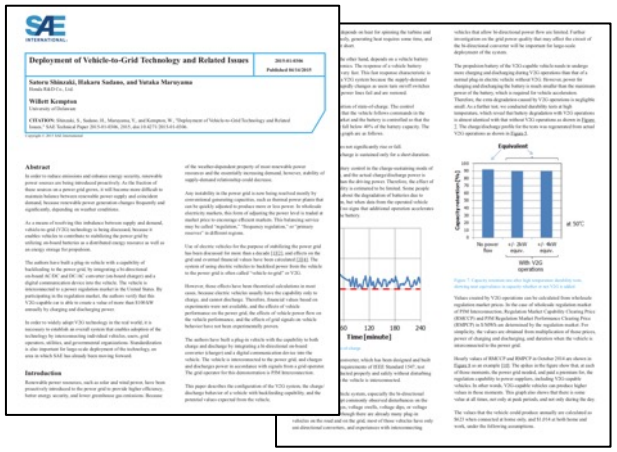


V2G & BATTERY HEALTH

V2G has minimal impact on the battery

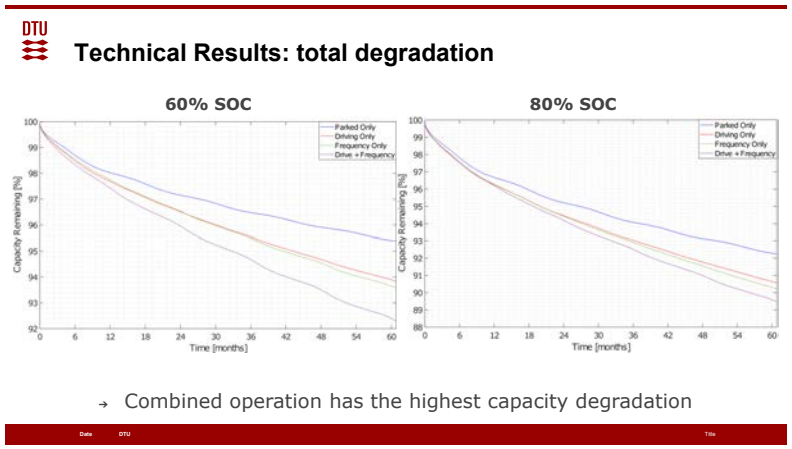
- Main factors that impact capacity are driving and age (calendar life)
- Studies show small percentage impact from V2G

2% impact over 8 years



"Deployment of Vehicle-to-Grid Technology and Related Issues" 2016
SAE Research Paper: Satoru Shinzaki, Hakaru Sadano, and Yutaka Maruyama, Honda R&D Co., Ltd

1-2% impact over 5 years



"Techno-economic characterization of EV battery considering degradation" 2019 Lisa Calearo, PhD Student , Center for Electric Power and Energy DTU Risø Campus

https://www.sae.org/publications/technical-papers/content/2015-01-0306/

THANK YOU

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