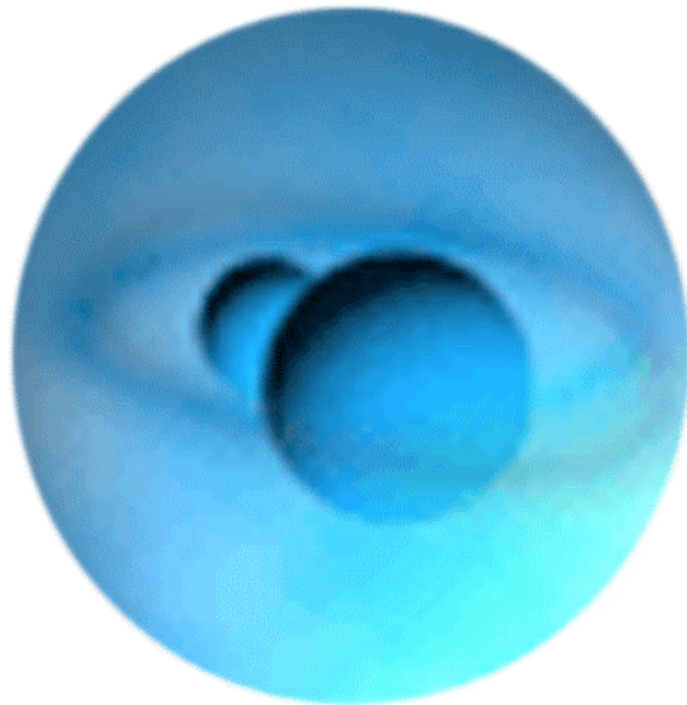


BUSINESS PLAN



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1. BACKGROUND

1.1. Introduction

For 200 years the basic theory of obtaining electricity from the energy potential which exists between different materials has been the foundation upon which the advances have been made in technology. It is only because of this simple electrochemical fact that we have an amazing spectrum of products and facilities available to us today. Vehicles, mobile phones, camcorders, watches, laptop computers, cordless tools - the list of consumer applications is endless. Military capability and scientific developments depend upon batteries and space exploration, manned or unmanned would be impossible without them. Over this time, enormous resources of time, research and money have gone into finding the most efficient and viable materials which can give the greater power needed to open the gates for the vast range of products and developments waiting in the wings.

Many different combinations of materials and construction have been investigated and the advances which have been made in the last 30 years have been remarkable, but there is still a demand for even higher power ratings. Some of the combinations have proved effective but have proved subsequently to be dangerous to our environment and have been banned on ecological and environmental grounds.

In 1989, Ab Europositron was founded to pursue a radical new theory which had been propounded by Mr Rainer Partanen concerning one of the materials which had been investigated before but had always run into the same difficulties, namely the apparently insurmountable problem recharging a sealed cell battery using aluminium. Rainer Partanen has progressed the theory to the point of detailed specifications of cell construction, the electrochemistry involved and has registered patents covering all the necessary areas. The fundamental basis of the Partanen technology can be applied to all formats of batteries, from tiny button batteries to high capacity stand-by power supplies. Using one of the most abundant metals available and incorporating existing manufacturing processes, this is an avenue which demands and deserves investigation to fruition.

1.2. Current development of batteries

Over the recent years a great deal of time and money has been spent developing increased energy ratings of secondary batteries. The latest Lead Acid, Nickel Metal Hydride and Lithium Ion batteries have produced up to 200 Wh/Kg and although USABC (United States Advanced Battery Consortium) have invested \$90 million over the last six years and produced a NiMH battery with a capacity of 100 Wh/Kg, it is deemed commercially non-viable because of the high expense in producing it. The required target for a viable battery system for electric vehicles is 300 Wh/litre and 200 Wh/Kg. However, the latest advanced batteries are just variations of the same basic 200 years old principle.

Aluminium is a good solution because of four reasons:

- a) Abundance**
- b) Low Cost**
- c) High Energy Storage**
- d) Lightness**

In all attempts to benefit the energy of aluminium is that no one has succeeded in solving the recharging except mechanically (by replacing the aluminium plate with a new one). As the right solution was not found the results were such drawbacks as aluminium hydroxide jelly, too big current resistance, corrosion problems etc.

Aluminium is one of the most plentiful materials on earth with a low cost and has the highest electrical charge storage per unit weight except for alkali metals. It has already proved itself to be a viable material in battery application: the Zaromb cell produced in 1960 stored 15 times the energy of a comparable lead acid battery and achieved 500 Wh/Kg with a plate density current of 1A/sq.cm

Salomon Zaromb working for US Philco Company and in this concept for an aluminium air cell, the anode was aluminium partnered with potassium hydroxide with air as the cathode. The main drawback was corrosion in the off condition which resulted in the production of jelly of aluminium hydroxide and the evolution of highly flammable hydrogen gas. To overcome this problem Philco added inhibitors to avoid the corrosion and had a space below the cell for the aluminium hydroxide to collect. The battery had replaceable aluminium electrode plates.

Another more recent attempt was made in 1985 by DESPIC using saline electrolyte. Additions of small quantities of tin, titanium, iridium or gallium move the corrosion potential in the negative direction. DESPIC built this cell with wedge shaped anodes which permitted mechanical recharging using sea water as electrolyte in some cases. The battery was commercially developed by ALUPOWER. Other attempts have involved aluminium chloride (Chloroaluminate) which is molten salt at room temperature with chlorine held in a graphite electrode. This attempt in 1988 by Gifford and Palmison gives limited capacity due to high ohmic resistance of the graphite. Equally significant is work by Gileardi and his team who have succeeded in depositing aluminium from organic solvents though the mechanisms of the reactions are not well understood at this time.

Between 1990 and 1995 Eltech Research (Fairport Harbour, Ohio, U.S.A.) built a mechanically recharge Aluminium battery for the PNGV program. It had 280 cells and stored 190 kWh with a peak power of 55 kW and weighed 195 kg. This battery used a pumped electrolyte system with a separate filter/precipitator to remove the Aluminium Hydroxide jelly. Since then, even higher ratings have been achieved but only in primary batteries i.e. where a single use is applicable. Examples of this are emergency stand-by power or torpedoes.

The reason for this is that there has been no way up to overcome the problem of aluminium hydroxide 'sludge' building up during the generation of electro- chemical energy. This has meant either disposal of the battery, or complete rebuilding and replenishing the active materials with no possibility of recharging the battery. The Partanen technology has overcome this barrier which means that the energy potential of an aluminium based battery can be utilised to a degree never before attainable and, radically can be recharged to over 3000 cycles.

1.3. Europositron invention

Partanen Europositron technology overcomes the existing difficulty and electropositive metal ions are reduced to metal through analytic and catalytic reactions in normal temperature and with a calculated electrical current. The flow resistance of the solution and the required excess voltage are taken into account. The creation of aluminium hydroxide is eliminated and recharging for large number of cycles is possible. The technology applies to all existing methods of battery production including spiral wound sandwich examples. Another advantage of the Partanen Technology is that there is no "memory" effect as is found with many existing versions of today's batteries.

Thus batteries of various sizes can be manufactured with the following calculated performance characteristics:

Energy Density/Volume:	2100 Wh/litre
Energy Density/Weight:	1330 Wh/kg
Cycle Life:	3000+ cycles
Minimum Working Temperature:	- 40C
Maximum Working Temperature:	+70C
Life:	10-30 years
Discharge Rate:	Adjustable

A good example of the difference the Partanen Technology would have is EV 1 by General Motors.

The total weight of the car without batteries is 816 kg. With the batteries the weight goes to 1550 kg. The power supply consists of 26 Lead-Acid batteries of 53 Ah each, which weigh 736 kg i.e. almost half of the total weight of the car. Without recharge the EV 1 runs 145 km on highway and in city traffic about 115 km. With a Partanen technology battery weighing 60 kg, and with a volume 40 litres it would have a capacity of 80 kWh. Installed in a 816 kg EV 1 it could run 870 km on highway and 690 km in the city traffic.

1.4. Implications of aluminium manufacture

After the Partanen Technology has been proven and verified, the subsequent consequences for aluminium manufacture will be significant. Large scale energy savings will be possible and the site of aluminium producing plants will not be governed by the proximity of large scale power resources such as hydroelectric services.

There are many other aspects which will be affected and these will be taken into consideration and how they can be exploited by collaboration with energy and aluminium industry bodies.

1.5. Patent protection

The present patent application was submitted in on May 30th 2005 and has the number 20050571. It is in the name of Mr. Rainer Partanen. Here is a link to "Patentti- ja rekisterihallitus" pdf-file:"

<http://patinfo.prh.fi/julkaisut/viikkoluettelo/2005/22-2005.pdf>".

The applications can be found on page 8 (Only in Finnish).

On basis of an earlier patent application the National Patent and Register Office of Sweden has made an international research and found that no corresponding patents or applications exist which could in any way infringe or stand in the way of registration.

2. MANUFACTURE OF THE PROTOTYPES

2.1. Persons

Europositron manufactures prototypes under the management of Mr. Rainer Partanen. For the manufacture of the devices the company will rent a space in Helsinki which meets required purity grade. The space for the manufacture must be to clinically sterile standards.

Mr. Rainer Partanen will choose two assistants, of which at least one is competent with electric chemical measuring and the other in metallic and electric measuring. These persons have to be able to work independently because their work includes the acquiring of the necessary raw materials, to advise the subcontractors of the manufacturing the different parts and the assembling of the batteries. All necessary equipment for testing the parts and the final batteries will be obtained and installed prior to production space.

2.2. Subcontractors

During the research in the 1990's and in the following manufacture of in the tests Ab Europositron Oy has used more than ten subcontractors. The most important of them have been involved in the manufacture of prototype parts for motor vehicles. Teräs-Rait Oy in Helsinki and Rst-Soikkeli Oy have been involved in the preparation and cutting of the plates. Bodycote Lämpökäsittely Oy in Helsinki has been involved in the ion coating of the plates and VTT Valmistustekniikka (Technical Research Centre of Finland, Manufacturing Technology) was involved in the ultra sonic welding.

Furthermore the following companies have supplied different materials: Tamro Oyj, Helsinki (chemicals), Nordinox Oy, Helsinki (Rst thin foil), Asva Oy, Helsinki (Al-plates), Vantaan Kumitekniikka Oy, Vantaa (seals of electrode plates) and Suomen Plastic Oy, Helsinki (battery frames).

2.3. Tests

The trained personnel of Europositron will perform all tests according to the norms. After that tests of the manufactured battery prototypes will be ordered from some impartial testing company like e.g. VTT (Technical Research Centre of Finland).

2.4. Manufacture of the verifying prototypes

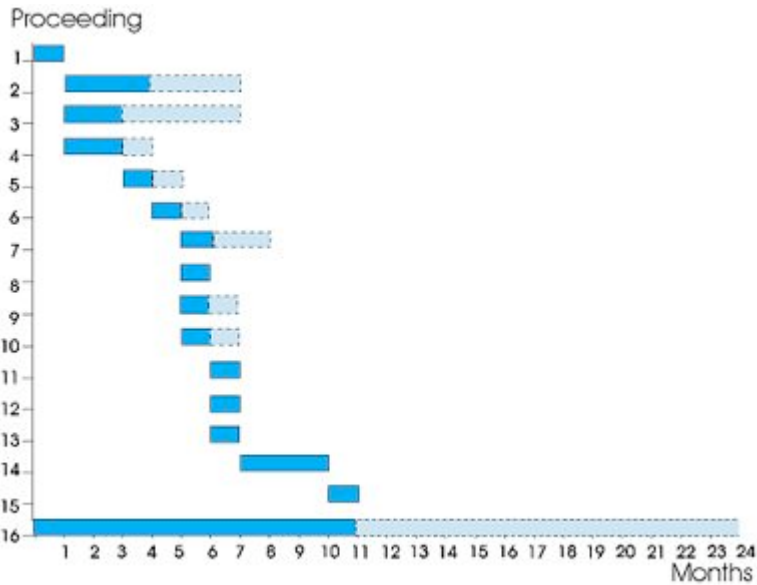
Rainer Partanen will carry the day-to-day responsibility for maintaining the agreed schedules, evaluation of the test results and overseeing the tasks carried out by the two assistants. To verify the performance of the Partanen Europositron technology a 12 V rechargeable battery giving a short time power of 200 – 400 A will be manufactured. The volume of this battery will be about 0.5 litres and weight about 1 kg (a present corresponding lead/acid starting battery has the volume of 8 litres and weight 16 kg). Also a prototype battery for electrical vehicles will be produced. This battery will have the capacity of 80 kWh, the volume of about 40 litres and the weight of about 60 kg. This means, that the battery would be app. 20 times lighter and smaller in volume than present batteries.

2.5. Estimated costs

	1st year/EUR	2nd year/EUR
Rent of the space	24 000	24 000
Salaries	227 100	227 100
Social costs	90 900	90 900
Development of prototypes	189 300	189 300
Office	4 000	4 000
Cars	6 400	6 400
Patenting	5 900	25 300
Consulting	100 800	100 800
Legal costs	29 500	29 500
Research Centers	16 800	32 600
Diverse costs	38 700	38 700
Total EUR	733 400	768 600

Patenting to 60 countries: 3 patents, 1-3 years, 1.5-3.0 Million euros. The whole budget max. 4 502 000 euros.

2.6. Schedule of proceedings



1. Special issue of the shares and registration. Time of proceedings 1 month.
2. Acquisition and restoration of production space. Acquisition of necessary equipment and recruitment of the personnel. Time of proceedings 3-6 months.
3. Acquisition of raw materials (metals and chemicals). Time of delivery 2-6 months.
4. Production of the tools for electrode plates. Time of delivery 2-3 months.
5. Cutting, shaping and finishing of the electrode plates. Time of proceedings 1-2 months.
6. Ion coating of electrode plates. Time of proceeding 1-2 months.
7. Ultra sonic welding of electrode plates. Time of proceeding 1-2 months.
8. Preparation of power leads and connections for electrode plates. Time of proceedings 1-2 months.
9. Production of the tools for the seals. Time of proceedings 1-2 months.
10. Production of the seals. Time of delivery 1-2 months.
11. Manufacturing the frames for prototype devices. Time of delivery 1 month.
12. Preparing chemical solutions for electrolyte. Time of proceedings 1 month.
13. testing ultra sonic welding, the resistance of electric flow of electrode plates and other electrical characteristics. Time of proceedings 1 month.
14. Final tests of finished prototypes. Time of proceedings 3 months.
15. Verification of performances to be made by State Research Centre of Finland. Time 1 month.
16. Total schedule 11-24 months.

2.7. Timeline



3. BUSINESS PLAN

3.1. Europositron technology

In Europositron technology metal ions are reduced to metal in the normal temperature and with the calculated defined current. Using Europositron technology it is realistic to manufacture batteries which have at least 20 times more capacity than current batteries. There is still to research the use of Europositron technology in manufacturing alkaline metals.

3.2. Benefits and applicability

Europositron technology brings to it`s users significant economic and ecologic savings. The use of this innovation brings benefits both to manufacturers, owners of devices and other end-users. In battery industry application of the Europositron technology is suitable in manufacturing all kinds of batteries and possibilities are unlimited. Increasing reliability, efficiency and service life creates remarkable cost savings. The cost efficiency is increasing due to environmentally friendly and everywhere available raw materials, which used in production are also reducing the pollution of the environment. Europositron technology can be used in the production of all kinds and of all sizes of batteries.

3.3. Keypersons

Key person is inventor Rainer Partanen, company's managing director and chairman of the board. Another important person is the substitute member of the government, Per-Olof Partanen, Tietometalli Oy`s managing director.

3.4. Targets

Company`s targets are

- to manufacture production ready prototypes of the batteries and get them properly tested.
- sell globally manufacturing licenses based on Europositron technology.

To achieve targets company will:

- sell of the company`s shares to finance manufacturing of the prototypes
- use technically competent and visible introduction in marketing
- utilize reliable co-partners in research and development activities.

3.5. Markets

The volume of battery industry is enormous and constantly growing. Invention of this type has been especially expected by electric vehicle business in order to develop, but large expectations of the growth lies in the cordless communication, space industry and defence industry. Experts estimate the annual turnover for batteries to be over USD 21 billion and for the annual growth rate about 20 %.

3.6. Marketing

Europositron has already generated great interest from a whole spectrum of industries and companies all over the world. Among these are industries, universities, research institutes, end-users etc. They all are waiting for evidence of functionality of the technology. Also mass media has been very interested in the development of this new revolutionary invention.

3.7. Competitors

There is a huge vested interest in existing technology and awareness of the advances the Partanen Technology promise has brought interest from many quarters. The ISATA Conference held in Vienna, where a paper outlining the claims being made for the technology were first given to a critical, well informed audience, opened a flood of enquiries. Since then, we have been made aware of the efforts existing battery manufacturers were making to meet the challenge of this radical breakthrough. The application of Europositron technology does not require significant changes in either manufacturing or recharging equipment. The manufacturers do not have to design or build new machinery to produce new batteries which also means that manufacturers of user equipment, mobile phones, lap top computers etc will be able to use exactly the same bays and connection for the batteries as they now do. Also the new technology will not require a whole raft of new compatible battery chargers to be supplied.

3.8. Business Plan summary 2009-2013

k €	2009	2010	2011	2012	2013
Revenue	1 250	2 500	3 750	51 200	104 400
Direct costs	1 351	1 516	1 820	2 190	2 630
Gross margin	- 101	984	1 930	49 010	101 770
Profit after taxation	-	698	1 370	34 797	72 256

3.9. Capital stock

Year	Amount of A-shares	Main participants
04-05	1031	Small investors
05-06	1 600	Investor
02-08	1000	Subcontractors
05-06	1 600	Investor
02-06	16 241	Rainer Partanen
02-08	Tot. 21 472	All shareholders

3.10. Financing of the production of the prototypes

Europositron acquires the finance of the production of the prototypes by selling of the shares of the company to Nordic countries, by trying to find a possible co-partner abroad buying of the company and also by selling to other investor.

3.11. Balance sheet

Europositron has not had actual business activities, all the activity has been research and development work since year 1989. Inventor Rainer Partanen has financed all.

3.12. Management

When the prototypes are ready and license selling begins the management is replaced with professional Chief Executive Officer, Finance Officer and Licensing Counselors. Rainer Partanen will stay as Technical Adviser or Technology Officer.

4. SPECIAL ISSUE OF THE SHARES

4.1. Special issue of the shares

This offering is about subscribing shares beforehand in the forthcoming special issue of the shares.

AB Europositron Oy will finance coming activities described in Business Plan as follows:

The share capital will be raised up till 9 600 € (32 000 € in maximum) consisting 19 200 shares (64 000 in maximum) with face value of 0,5 €/share.

Subscription issue of the shares of AB Europositron OY is special issue of shares where 1 600 shares of the company is offered to be subscribed. The price of a share is 1 500 €, total value 2,4 Million € is collected to above par value fund from where they are used to the costs of the company. **The minimum subscription sum is 51 000€ (34 shares x 1500€ = 51 000€).**

The copies of the decision, the company statutes and the documents stated in the Finnish Companies Act (OyL) 4a. § 1. mom. and 5. § 1. mom. can be seen at the company office at the address Pertunpellonraitti 2, 00740 Helsinki, Finland. The securities cannot be taken as a target of a public trade or a corresponding procedure stated in the Finnish Securities Market Act because it is special issue in question.

4.2. Subscription offering

Subscription rights in this special issue of shares are for both communities and individuals. Total subscription amount (**number of rights x subscription price 1500,- EUR**) is to be paid to Europositron's bank account:

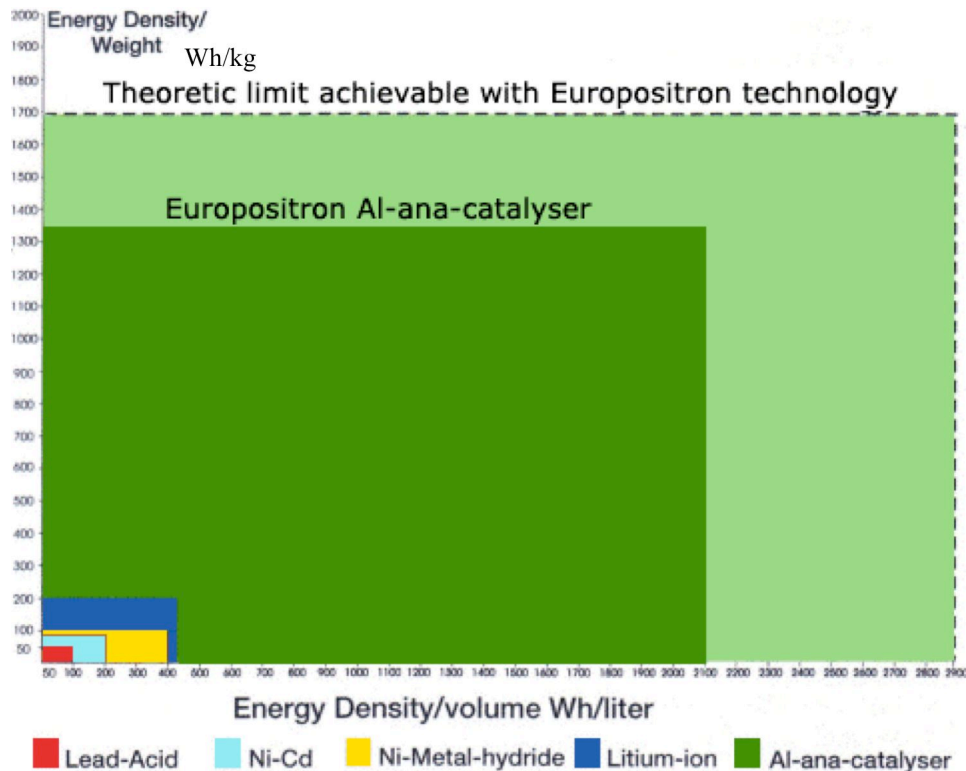
Payment in EUR

Nordea Bank Finland, SWIFT Address: NDEAFIHH; IBAN: FI6812203000206819.

In case of oversubscription only paid subscriptions will be taken into account.

Subscription can be made on the Internet (**www.europositron.com**) by filling in the information and paying the total subscription amount to Europositron's bank account. Subscription can also be made by phone (**Tel. +358 9 673 224**).

5. TECHNIQUES COMPARED



The new (patents pending) technology will allow the production of rechargeable aluminium batteries, providing up to 20 times more capacity than the types currently available on the market. The materials are safe to environment and fully recyclable.

6. INVENTOR RAINER PARTANEN

The thought to investigate why electric cars are not more common rose to Mr. Rainer Partanen in the late 1970's. He had worked all his career in the metal industry. In 1982 he founded TIETOMETALLI OY, a company which delivered various metals to the industry. Already from the start Mr. Partanen left the management of his successful company to his brother in order to be able to concentrate on his research work.

The research phase lasted about 12 years. He studied the patents related to electric vehicles and their source of power. Furthermore he studied articles and books on the matter. In the late 1980's after several tests the inventor knew where the solution could be and concentrated on researching technology the basis of which was to release the energy of aluminium so that it could be recharged.

He founded for his inventing activities the company Ab Europositron Oy. In the 1990's the final solution was found and development phase of 10 years began.

During that phase Rainer Partanen developed construction models, where chemicals of the invention gave best possible result in releasing and recharging the energy of aluminium. He had many subcontractors, who supplied him with series of different components for development work.

As a result of this development phase Rainer Partanen has final construction designs for two production ready batteries of which the function and reduction of aluminium can be verified. The plan includes a prototype equivalent to the present 12 V start battery of car and a battery for electric car with capacity of 80 kWh.

The whole development work in the 1990's has been made within the limits of Mr. Partanen's financial situation. All tests, equipment designs, material purchases and applications of patents have been financed by the inventor himself.