Ideanomics Charges into 2021 with EV Sales and Acquisitions in Both Divisions

Ideanomics Inc (NASDAQ:IDEX | FRA:0V5) is a company with two operating divisions, Ideanomics Mobility and Ideanomics Capital, that gives investors the opportunity to participate in two of the hottest trends: electric vehicles ("EVs") and financial technology ("fintech").

Ideanomics Mobility focuses on the global EV market through its operating companies and investments including Mobile Energy Global ("MEG"), Medici Motor Works ("MMW"), Treeletrik, and Solectrac, and latest acquisition Wireless Advanced Vehicle Electrification, Inc. ("WAVE").

Ideanomics Capital focuses on fintech solutions through its operating companies and joint ventures dbot, intelligenta, Liquefy, and Technology Metal Market, and most recent acquisition, Timios Holdings Corporation ("Timios").

Recent announcements show the progression in both divisions as the company grows both organically through sales and inorganically through acquisitions.

Ideanomics Mobility

Ideanomics Mobility's business model is generating revenue during all stages of the EV sales process, from EV sales (Sales) to financing advisory revenue (Financing) to energy source revenue (Charging), and they refer to it as the "S2F2C" model.

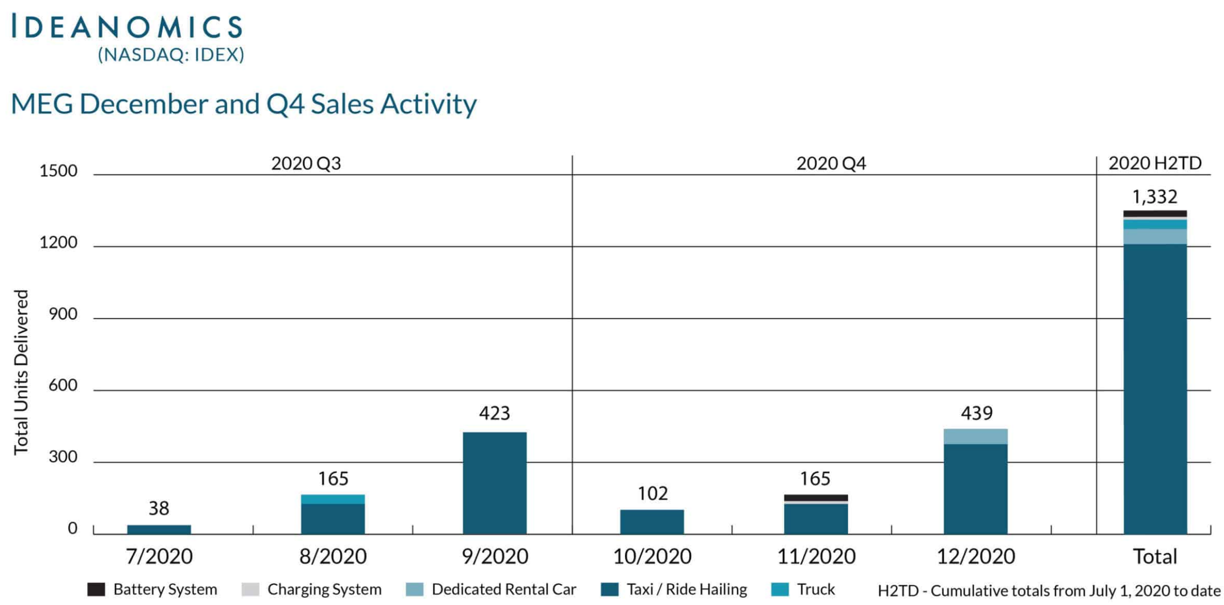
The company focuses on commercial EVs (heavy-duty trucks, urban logistic vehicles, buses, farm equipment, and taxis) that often benefit from government subsidies but often require specialized financing.

Vehicle and battery sales originate from MMW, Treeletrik, and Solectrac.

The MEG division specializes in facilitating the purchase of electric vehicles by commercial fleet operators by providing vehicle procurement, finance and leasing options, and energy management solutions.

MEG Operations for December

On January 15, Ideanomics announced its December deliveries for the MEG division and it delivered 439 vehicles in December with 356 vehicles in the taxi/ride-hailing industry and 83 in the rental-car business.



SOURCE:

According to the company, its fourth quarter results did not include any vehicles from the recently announced deal with Didi Chuxing ("Didi"), a ride-sharing company based in Beijing, and Build Your Dreams Auto ("BYD"), a Chinese manufacturer of taxi EVs.

In December 2020, Ideanomics helped Didi buy 2,000 EVs for Didi's ride-hailing service from BYD with deliveries starting in the first half of 2021.

Power Provider – Becoming the Exxon of the EV World

On January 5, Ideanomics announced that it signed a definitive agreement to acquire 100% of privately held WAVE, a provider of wireless charging systems for Commercial EVs.

"The acquisition of WAVE is a significant one for our EV efforts across the board," commented Alf Poor, CEO of Ideanomics CEO. "WAVE has become a market leader in inductive charging systems, which are much better suited for commercial EVs than plug-in charging systems."

WAVE's system uses charging pads embedded in the roadway for in-route charging when a vehicle is stopped for passenger pick-up or delivery and enables operators to achieve driving ranges that match most fossil-fuel vehicles.

The company believes the WAVE acquisition complements its MMW and Treeletrik businesses, and its investment in Solectrac.

North American Expansion

Ideanomics continues to prepare to launch its heavy truck and specialty electric vehicle unit, MMW, in North America in 2021.

MMW focuses on commercial fleet operators with Battery Electric (BE) and Hydrogen & Fuel Cells (H2FC) Trucks for heavy-duty transport. BE trucks are better suited for short-distance operations and H2FC trucks are better suited for long-distance hauling.

Ideanomics Capital

Ideanomics Capital is the company’s fintech business unit, which focuses on leveraging technology and innovation to improve efficiency and profitability in the financial services industry.

On January 11, Ideanomics announced that it completed the acquisition of Timios, showing that the company is actively investing in both divisions.

California-based Timios is a title and settlement solutions provider in the US real estate market. Timios offers solutions for real estate transactions, including residential and commercial title insurance, and closing and settlement services.

Timios operates 44 states and, from the nine-months ended September 2020, had booked over US$54 million in revenue, including over US$8 million in October 2020. Timios employs almost 300 employees.

Ideanomics expects that Timios will become one of the cornerstone operations of Ideanomics Capital.

Final Comment

With the Global EV market expected to grow to US$360 billion by the end of 2025, at an annual growth rate of over 16%, Ideanomics is well-positioned to benefit from this surging market as it focuses on its broader S2F2C business model in the EV space.

Ideanomics gives investors the opportunity to participate in two of the hottest trends: EVs and fintech.

H2O Innovation's Frédéric Dugré on the $800B+ water market they are 'tapping' into

In a recent InvestorIntel interview, Tracy Weslosky speaks with Frédéric Dugré President and CEO of H2O Innovation Inc. (TSXV: HEO | OTCQX: HEOFF) about H2O Innovation's recent news about securing an engineering contract from the largest electric vehicle manufacturer in the US, a 90% reoccurring revenue model and rising interest from the market in water treatment technologies.

In this InvestorIntel interview, which may also be viewed on YouTube (click here to subscribe to the InvestorIntel Channel), Frédéric said, "It provides us the opportunity to design a new equipment that we are going to deliver them. This first purchase order is actually just for the engineering portion of the work." He continued, "A customer of this profile will lead us to additional opportunities…"

Frédéric also provided an update on the Company's 3-year strategic plan aligning its long-term vision with key strategic objectives. "Not only we are going to grow the business, but we are going to move the EBITDA performance from a 9.4% to above 11% in the next few years," Frédéric said. Speaking on the competitive advantages of H2O Innovation, Frédéric commented, "We are the only and the largest Canadian pure water play on the TSXV. We have built a business where we have 90% of our sales that are recurring in nature. Not only we are in the right space, but we also have the right business model."

To watch the full interview, click here

About H_2O Innovation

H_2O Innovation designs and provides state-of-the-art, custom-built and integrated water treatment solutions based on membrane filtration technology for municipal, industrial, energy and natural resources end-users. The Corporation's activities rely on three pillars which are i) water technologies and services; ii) specialty products, including a complete line of specialty chemicals, consumables and specialized products for the water treatment industry; and iii) operation and maintenance services for water and wastewater treatment systems.

To learn more about H2O Innovation Inc., click here

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Adding dynaCERT to Your CleanTech Portfolio

After spending 16 years and over $60 million to develop its CleanTech technology, **dynaCERT Inc. (TSX: DYA | OTCQX: DYFSF | FSE: DMJ)** hit major milestones in 2020, with the potential for an even better 2021.

As part of the growing global hydrogen economy, dynaCERT manufactures and distributes Carbon Emission Reduction Technology (CERT) for use with diesel engines.

Its flagship product, HydraGEN™, uses a patented process to generate hydrogen and oxygen on-demand, through an electrolysis system and supply the gases through the air intake to enhance combustion, reduce pollution emissions (by up to 50%), and improve fuel efficiency (by up to 19%).

dynaCERT estimates that a unit will pay for itself in fuel savings in about a year.

Key 2020 milestones included:

- In May, **dynaCERT received a purchase order for 3,000 HydraGEN™ units** from KarbonKleen Inc. and signed KarbonKleen as a dynaCERT's Preferred Service Provider, covering the trucking market in the United States.
- In August, dynaCERT signed a Dealer Agreement with Sparta Group's (TSXV: SAY) affiliate TruckSuite Canada Ltd. and **received an order for 150 HydraGEN™ units** from TruckSuite.
- In June, the Company **closed an C$8.4 million stock offering** and, as of its latest financials, had $16.2 million in cash.
- In July, dynaCERT reopened an updated Assembly Plant in Toronto, Ontario, Canada that was retrofitted with a **new semi-automated assembly system that can assemble up to 6,000 units per month, representing potential sales of almost $445 million per year at full capacity.**
- The city of Woodstock, Ontario, Canada signed a deal with dynaCERT to equip Woodstock's diesel-powered vehicles with HydraGEN™ Technology. **Woodstock is the first major North American city to sign an agreement with dynaCERT.**
- **dynaCERT also established a 100%-owned subsidiary called dynaCERT International Strategic Holdings Inc. ("DISH") that will be used to strategically invest in CleanTech companies** directly involved with dynaCERT's solutions, including funding a monthly subscription option to facilitate sales of HydraGEN™ units.
- **dynaCERT also launched its freight management software, HydraLytica™, as a new stand-alone offering into the FreightTech industry.** The Company's PaaS (Platform as a

Service) solution aggregates vehicle data to create actionable intelligence and presents the information in an easy to use interface.
- In order to broaden the company's appeal to a larger shareholder base, including institutional shareholders, **dynaCERT graduated its stock listing to the TSX from the TSX Venture Exchange** and, in the United States, graduated to the OTCQX Best Market.

Diesel Engine Market

The diesel engine market is massive – an estimated 1 billion diesel engines operate around the world.

dynaCERT's technology works with many types of diesel engines used in various industries including construction, forestry, mining, power generation, and transportation (trucks, marine, railroad), to name a few.

dynaCERT has over 45 dealers around the world selling its HydraGEN™ technology to truck owners, commercial fleets, and governments that use diesel engines.

Even with the advent of electronic and hydrogen vehicles, it is estimated diesel engines will still dominate the commercial vehicle market due to factors such as durability, reliability, and low-cost operation. According to a report by IHS Markit, by 2040, 60% of new medium and heavy commercial vehicles sold in the United States will still be fueled by diesel.

Environmental Pressures

After the coronavirus pandemic passes and with president-elect Biden campaigning on a pro-environment platform, greater air pollution restrictions are likely to be enacted in 2021.

Reductions in carbon dioxide (CO_2), nitrogen oxides (NOx), and particulate matter (PM) are keys to cleaner diesel engines and dynaCERT's technology can help lower these toxic emissions.

Two Hundred Million Dollar Market Cap – Billion Dollar Opportunity

In November 2019, famous Canadian mining investor Eric Sprott made his first significant CleanTech investment by investing $14 million in dynaCERT.

With a market cap of only C$205 million and the current billion-dollar size of the market, there is still plenty of upside for dynaCERT’s stock price. The analyst’s estimate target price is C$2.20, which represents a potential return of over 300%.

Source:

Quebec’s $6.7 billion Plan

for a Green Economy is a huge boost for energy storage and EVs

While Quebec Canada is known for its French influence and pro-mining sector, it is starting to become well known for its support for pro-green policies. Just recently the Quebec Government announced their $6.7 billion Plan for a Green Economy (2030 PGE).

As a part of the 2030 PGE, two of the most interesting announcements were Hydro-Quebec's move towards energy storage and Quebec's decision to ban the sale of new gasoline-powered cars from 2035. All of these recent Quebec pro-green policies are very positive for the energy storage, EV and battery markets; and also for the battery metal (and EV metal) miners; especially those with projects in Quebec.

A summary of the Quebec Government's $6.7 billion Plan for a Green Economy (2030 PGE)

Making electrification a priority

The government is launching a major electrification undertaking mainly in the transportation industry, but also in the building heating and other industrial sectors. Over the next five years, 3.6 billion dollars stemming from the 2030 PGE implementation plan will be invested in the transportation sector, which alone accounts for over 43% of Québec's GHG emissions. In addition to those dollars, an unprecedented 15.8 billion dollars will be invested in public transportation through the 2020-2030 Québec Infrastructure Plan. Light trains, city and school buses, taxis, cars and trucks will all be progressively electrified. An ever greater number of Quebecers will travel in electric vehicles that are equipped as much as possible by means of Québec know-how and manufactured by local resources. The target is to have 1.5 million electric vehicles on Québec roads by 2030.

Measures that will stimulate the electrification of transportation, buildings and industries and reduce GHG emissions include:

- Renewing rebates for acquiring or leasing electric vehicles and charging stations for individuals, as well as aid programs for businesses and the taxi industry;
- Tightening the zero-emission vehicle standard to encourage manufacturers to supply the Québec market with more vehicles and a greater diversity of models;
- Prohibiting the sale of new gasoline-powered vehicles as of 2035;
- Accelerating the deployment by Hydro-Québec of fast-charging stations and standard charging stations;
- 768 million dollars to make the industrial sector greener and more competitive (support for GHG emission reduction projects, program improvement and personalized guidance);
- Injection of more than $550 million to reduce GHG emissions linked to heating residential, commercial and institutional buildings by 50%. This target will be achieved by optimal complementarity between the electricity and gas networks and by the use of bioenergy, energy efficiency, and converting from fuel oil to electricity, as well as through the use of renewable natural gas and other renewable energy sources.

Source

Hydro-Québec's move towards energy storage using LFP batteries

On December 9, 2020, it was reported that Hydro-Québec announced the launching of a new subsidiary that specializes in energy storage systems in a bid to help speed up development of renewable power and commercialize technology it has developed over four decades.

A Reuters report quotes: "Hydro-Québec, Canada's largest electricity producer, on Wednesday entered the fast-growing market for storing renewable energy, where it could face competition from the likes of Tesla……Hydro-Québec aims to capture 10% of a niche market expected to reach $3 billion in the next 10 years."

Hydro-Quebec's new EVLO subsidiary will design, sell and operate storage systems aimed at other utilities, commercial and industrial markets for medium-and-large-scale storage. They intend to initially focus on North America and Europe.

Hydro-Québec is using lithium iron phosphate batteries (LFP). LFP battery is a type of lithium-ion battery using $LiFePO_4$ as the cathode material, and a graphite based anode. It means there is no use of nickel or cobalt, but still uses lithium and graphite.

Quebec to ban the sale of new gasoline-powered cars from 2035

The Quebec banning of 'new' gasoline cars from 2035 should mean that starting from 2035, 100% of new car buyers will buy electric vehicles (EVs). Of course EVs will be wildly popular well before then, especially post 2023 when they should hit purchase price parity with gasoline or diesel cars.

The Quebec Government stated: "….the 2030 Plan for a Green Economy (2030 PGE) along with its first implementation plan covering 2021-2026, backed by a budget of $6.7 billion over five years. The magnitude of the amounts earmarked for this electrification and climate change framework policy is indicative of the government's intent to make Québec a leader in the green economy by building on its major strength: its clean electricity."

Again this is another huge boost to the EV & battery manufacturers as well as the EV and battery metal miners. In the case of EVs, NMC (nickel, manganese, and cobalt) and NCA (nickel, cobalt, and aluminum) cathode batteries are currently the most popular in western markets as they offer the best energy densities. Lithium electrolyte and graphite based anodes are the usual other battery metals. Added to this would be the producers of rare earths neodymium-praseodymium (NdPr) used in EV motors. We should also add in copper as copper is integrally involved with clean energy and EVs. Finally, any companies that work in renewable energy and in particular emissions reductions.

Some potential winners from Quebec's support for energy storage and EVs

- Hydro-Quebec as an energy storage designer, seller and operator. Also their suppliers of LFP batteries.
- Potentially any Quebec based cathode, anode or battery manufacturers and/or EV manufacturers.
- Quebec based battery metal miners – Lithium, cobalt, nickel, manganese, graphite, and aluminum.
- Energy storage and EV suppliers and miners, ideally in Canada and perhaps USA.
- Companies working in the pro-green economy sector.

Some companies that we follow at InvestorIntel that focus on the above areas include: Appia Energy Corp. (CSE: API | OTCQB: APAAF), Avalon Advanced Materials Inc. (TSX: AVL | OTCQB: AVLNF), Canada Silver Cobalt Works Inc. (TSXV: CCW | OTCQB: CCWOF), CBLT Inc. (TSXV: CBLT), Critical Elements Lithium Corporation (TSXV: CRE | OTCQX: CRECF), dynaCERT Inc. (TSX: DYA | OTCQX: DYFSF), Exro Technologies Inc. (TSXV: EXRO | OTCQB: EXROF), Global Energy Metals Corporation (TSXV: GEMC | OTCQB: GBLEF), Ideanomics Inc. (NASDAQ: IDEX), Imperial Mining Group Ltd. (TSXV: IPG), Kodiak Copper Corp. (TSXV: KDK), Nano

One Materials Corp. (TSXV: NNO), Neo Lithium Corp. (TSXV: NLC | OTCQX: NTTHF), Neo Performance Materials Inc. (TSX: NEO), Nouveau Monde Graphite Inc. (TSXV: NOU | OTCQX: NMGRF), Search Minerals Inc. (TSXV: SMY), Vital Metals Limited (ASX: VML), and ZEN Graphene Solutions Ltd. (TSXV: ZEN).

Quebec Canada is supporting energy storage and electric vehicles etc with a $6.7 billion plan for a green economy

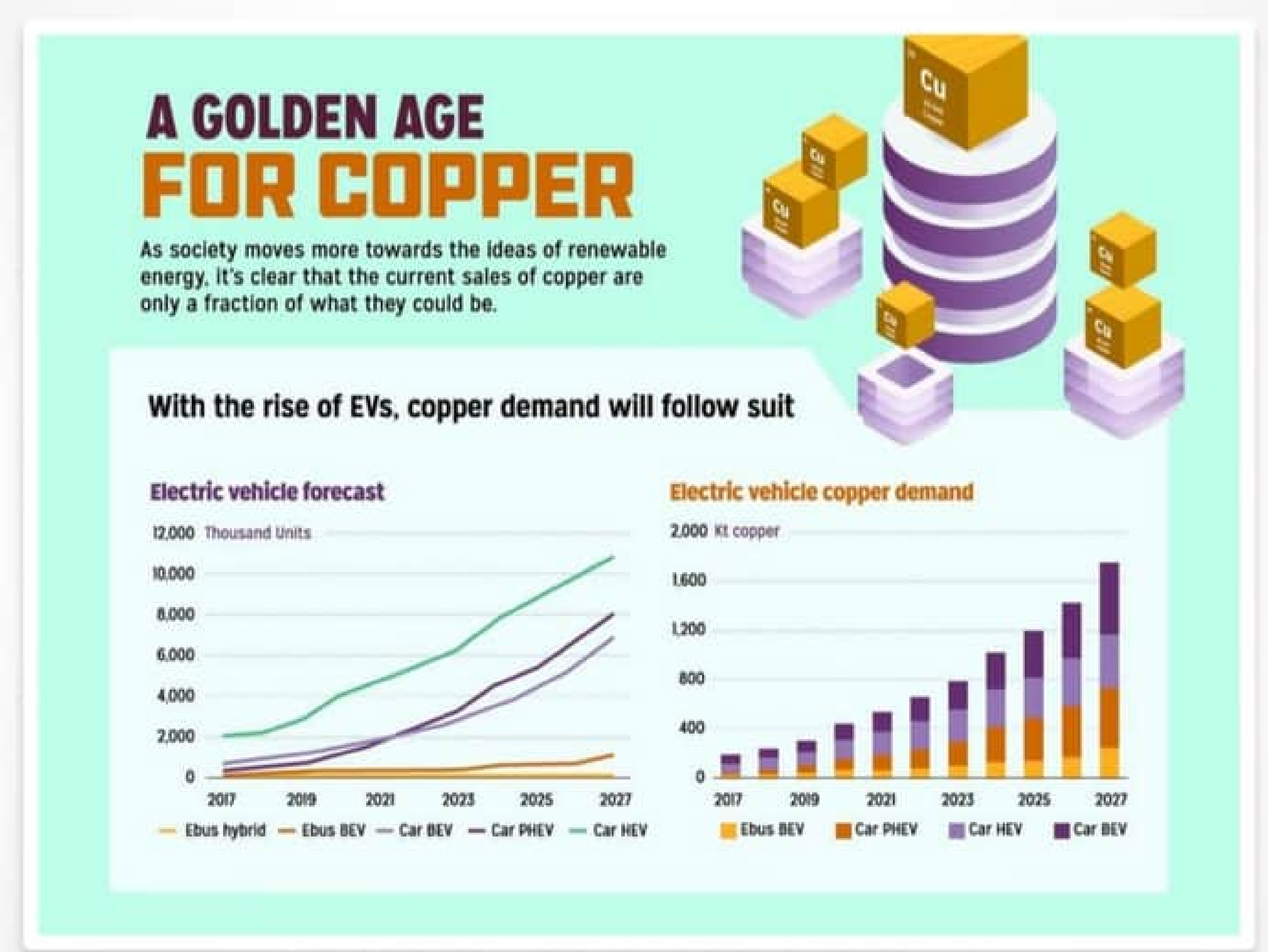
If you are a Quebec or Canadian company focused on the green energy sector then InvestorIntel would be happy to hear from you to see if we can get your company some greater exposure. Together we can make a better world.

Green policies all point in the same direction, follow the copper…

The global economic superpowers USA, China, Europe and UK are now, for the first time ever, all aligned with leaders strongly supporting green policies. This combined with a lack of new copper supply is looking to be the beginning of a multi-year bull market for copper.

The main drivers for new copper demand will be supporting solar, wind, energy storage systems, electric vehicles (EVs) and EV charging stations. An average gasoline powered car uses only about 20kg of copper, mainly as wiring. A hybrid car uses about 40 kg and a fully electric car uses roughly 80kg of copper. Added to this is about 20kg for each charging point. So all up a fully electric car uses 5 times more copper than a conventional gasoline car.

Copper is set to power the green renewable energy boom including EVs



With the rise of EVs, copper demand will follow suit.

Source

Goldman Sachs has only just put out a bullish note on copper stating: "Copper's current price strength is just the first leg of a structural bull market." Goldman sees "resurgent demand and capped supplies" leading to higher copper prices. Seeking Alpha quotes the report stating:

"The copper market should head into 2021 facing the tightest market conditions in a decade owing to a substantial deficit, followed by continued tight markets into 2022 and 2023, Goldman says, adding it is "highly probable" that copper will test the 2011 record high $10,170/mt by H1 2022." The

US$10,170/mt works out to be US$4.61/lb.

Goldman Sachs H1 2022 copper price target is 10,170/mt or US$4.61/lb

Source

The following initiatives have strong potential to support copper in the next few years if successfully implemented:

- USA – The Biden '$2 trillion green infrastructure and jobs plan' over his first term in office. Biden plans for the US to rejoin the Paris agreement, and he wants to ensure the U.S. has a carbon pollution-free power sector by 2035. That would be a huge boost for solar and wind energy as well as energy storage. Biden also plans to strongly support electric vehicles (EVs) including adding at least 500,000 more charging stations. All of this requires a lot more copper.
- China – China is already strongly promoting a shift towards solar and wind energy and recently announced a goal to be carbon neutral before 2060. In other recent news out of China regarding a shift away from

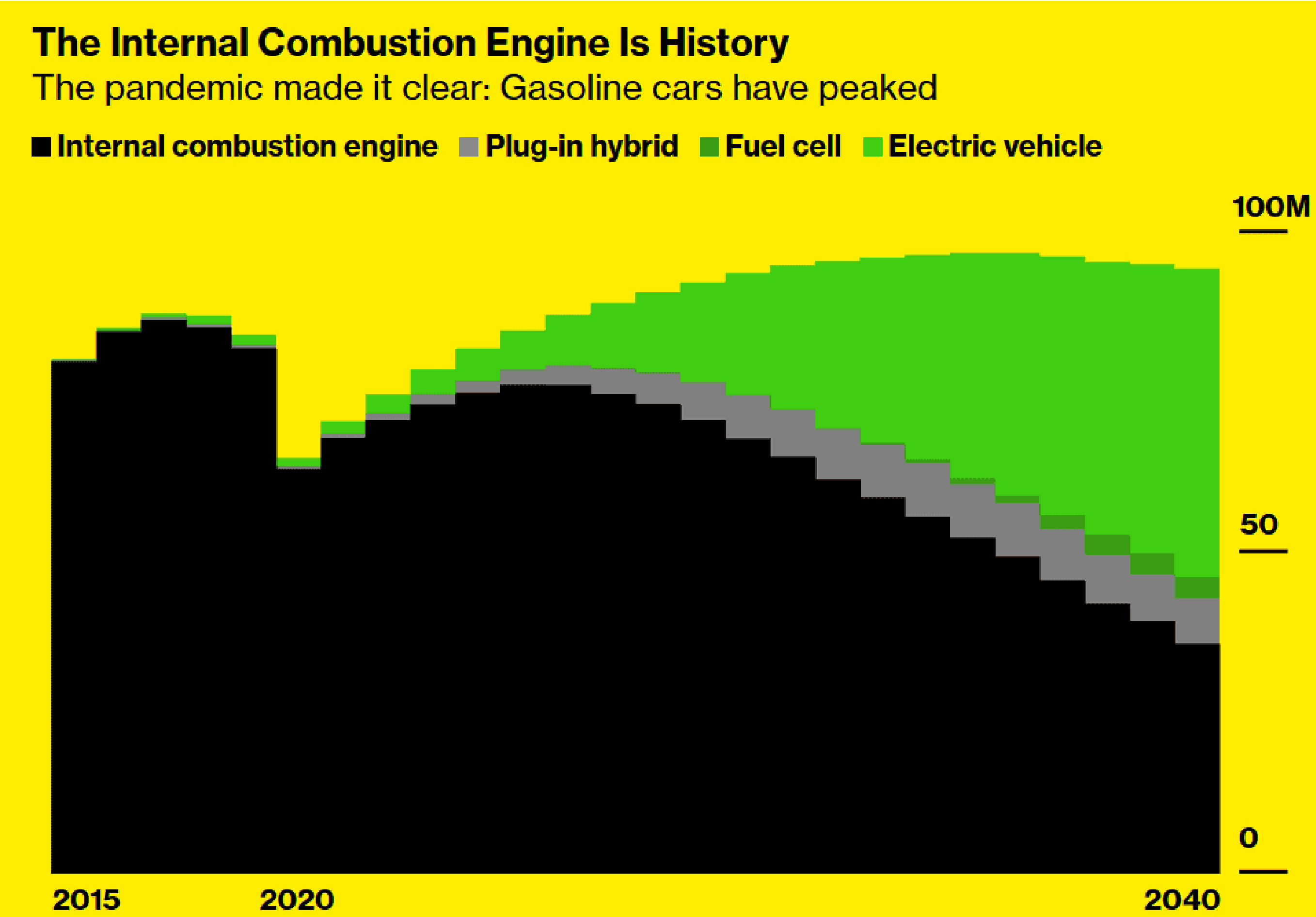
conventional cars a report stated: By 2035, "50% are to be "new-energy" vehicles – electric, plug-in hybrid or fuel cell-powered. The other half are to be hybrids." Again all of this is extremely bullish for copper demand this decade.

- Europe – The 'European Green Deal' aims for the EU to be climate neutral by 2050. Furthermore there are huge new subsidies in Germany and France as well as strict new EU emissions caps pushing consumers towards EVs. These are already working as we saw in October 2020 with European electric car sales reaching 13% market share and Germany electric car sales reaching a staggering 18% share. Even better was Norway at 88% market share for electric cars, as they plan to ban new internal combustion engine (ICE) vehicles by 2025.
- UK – 'U.K.'s green plan' backs 250,000 jobs and bans the sale of new gas and diesel cars from 2030. The government will back investment in electric vehicles, hydrogen, wind and nuclear power, and measures to make homes more energy efficient. The UK plans to quadruple U.K. offshore wind energy production.

If that wasn't enough, consider that in 2020 electric vehicle sales have thrived while conventional car sales have fallen significantly. This is expected to accelerate this decade as electric vehicles get cheaper and reach purchase price parity by 2023.

Even Volkswagen CEO Herbert Diess recently stated (regarding switching to electric car production and sales): **"If you're not fast enough, you're not going to survive."**

Bloomberg forecasts electric vehicle sales to surge as conventional car sales fall away from now to at least 2040



Source

Investors have three main options for investing into the copper boom:

1. **Buy a fund that tracks the physical copper prices.** This gives no exposure to the copper miners and usually no leverage unless you buy a leveraged physical copper fund. One example of a copper fund is the iPath Series B Bloomberg Copper Subindex Total Return ETN (ARCA:JJC).
2. **Buy into a copper miners ETF.** One good example is the Global X Copper Miners ETF (COPX). This is an option for investors wanting to simply invest in a group of the top tier copper miners globally. This would include top holding such as First Quantum (TSX: FM), Vedanta ADR (VEDL), Zijin Mining (HK: 2899), Freeport-McMoRan (FCX), Lundin mining (TSX: LUN), Glencore (LON:GLEN) and so on.
3. **Buy into individual copper miners.** This option typically gives the greatest reward, but also takes on the

greatest risk. Copper miners are leveraged to the copper price so those that achieve good results will typically given returns much larger than just the copper price gain.

Closing remarks

In some future articles I will take a look at some promising junior copper miners that have the potential to do very well if the copper price continues to climb, as now appears highly likely with the green energy and electric vehicles booms accelerating in the major global economies (USA, China, Europe, and UK) all at once for the first time ever.

InvestorIntel is always happy to hear from readers and industry players with ideas on who might be the next copper miner winners.

Tony Sklar of Ideanomics talks about investment opportunities in commercial EV financing platforms

In a recent InvestorIntel interview, Peter Clausi talks to Tony Sklar, Senior VP, Communications of Ideanomics, Inc. (NASDAQ: IDEX) about their commercial electric vehicle enablement platform, specializing in electric fleet management, from finance to purchase to maintenance to end of life.

"We have a business model that is sales to financing to charging", explains Tony Sklar. "We will get you the best commercial electric vehicle at the best financial floated price. And we will get you the best pre-paid charging to get your fleet up and running as soon as possible."

Commercial EV fleets are very different from the retail electric vehicle market, Sklar told Clausi. Most of the value of an electric vehicle is in the battery, and since electric vehicle batteries degrade over time, "how do you finance something that doesn't have a residual value?" This particularly a problem for companies looking to finance an entire fleet of commercial electric vehicles. "What do you do when the battery diminishes?" Sklar asked. "These are the questions that the rest of the ecosystem hasn't answered. Enter, Ideanomics."

In this InvestorIntel interview, which can also be viewed on YouTube, Sklar explains that in order to maintain and finance a fleet of commercial electric vehicles there needs to be a pool of liquidity available to operators. "This is all very brand new," he said, and these "liquidity pools" have only just started to be set up "thanks to Ideanomics and our Executive Chairman Dr. Bruno Wu, who has been kicking in doors and making waves to get these things, and the rest of the world hasn't caught up."

Tony Sklar explained that Ideanomics is a services platform. "We participate in the sales, in the financing, and the charging [of commercial EV fleets], and we take our slices along the way." And because Ideanomics is a services platform and not wedded to any single technology, Sklar says it is "a great opportunity for investors to participate in the upside of EV without the risk of a single battery or a single vehicle."

To watch the full interview, click here.

Click here to subscribe to the InvestorIntel Channel.

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Nano One's Dan Blondal talks about their unique high-voltage cobalt-free battery and many partnerships

In a recent InvestorIntel interview, Peter Clausi talks to Dan Blondal, CEO, Director & Founder of Nano One Materials Corp. (TSXV: NNO) about their recent news about their unique high-voltage cobalt-free battery. Dan Blondal explains how their breakthrough LNM material, also known as high voltage spinel, is a cobalt-free, low-cost cathode material that provides improved efficiency, thermal management and power.

"Our process is to develop the processes for making these cathode materials," Dan Blondal says in the interview, "the cathode materials themselves, batteries that use the cathode materials, and then license that technology, or joint venture with partners on manufacturing." He went on to explain how Nano One's LNM cathode is a leading candidate for next generation lithium-ion and solid-state batteries because its durability and dimensional stability enable a stable interface.

In this InvestorIntel interview, which may also be viewed on YouTube, Dan went on to say "Our DNA is in process innovation," he continued, "and we look to partner with people who understand how to control supply chain" as well as "understand manufacturing and have the supply channels."

Asked about partnerships, Dan said: “We have about 20 groups were are actively working with.” They include the Asian development partner announced this August. “Volkswagen is one of our announced partners, but we are also working with a bunch of their peers.” These partners and opportunities are “a big part of the story, and my job is to convert those into real and meaningful deals.”

To watch the full interview, click here.

YouTube (click here to subscribe to the InvestorIntel Channel),

To learn more about Nano One Inc., click here

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