



THE FIRST COMMERCIAL MARINE REACTOR





Executive Summary

The Team Track Record:

- Previously in charge of GW-scale nuclear power plant projects
- Delivered \$12B+ of advanced ship projects
- World-class investors and advisors

The Product:

- Built to supply a market need (short and long term)
- Avoids hard-to-license technologies
- Owns IP at multiple levels



SEATOM's Marine Reactor

Pragmatic & Cost-driven Reactor Design:

- Proven reactor technology → Easy to license
- 85% ordinary fuels & components → Fast deployment
- 15% marinized components → Patents & IP

Nuclear Propulsion System (*MERI-NPS™*):

- Scales to 10–60 MWe; 3–6-year refueling cycle
- Allows hybrid systems, e.g. diesel+nuclear (IP)
- Technology-agnostic safety enclosure (IP)

Ruggedized system enables multiple use cases...





Trusted by NATO & Commercial Partners

Defense:

Currently working with NATO accelerator arm DIANA with a first contract and in discussions with 4 other defense primes and 3 MoDs/Navies.

Shipowners:

3 Pilot Ship Projects ongoing; Inbound interest from 3 of the largest cargo shipowners¹ and 2 top tier cruise lines.²

Power Barges:

2 AI Data Centers and 2 Nation States expressed interest.

1 Per International Chamber of Shipping (ICS) survey, nuclear is more popular than hydrogen, batteries, and wind assistance.

2 CLIA (Cruise Lines International Association) considers nuclear as the most viable option for the 2030s.
Also, ask us about the Public perception Study with Cambridge, Univ. of Helsinki, and Pompeu Fabra (TBP).



Biggest Opportunities (Non-Defense)

TAM

2030: **\$50B**
2040: **\$150B**

2030: **\$200B**
2040: **\$800B**

2030: **\$600B**
2040: **\$2T**

NEED

Shore Power, Data Centers,
Ice-Class Vessels, Fast &
Zero-Emission Delivery

To Comply with
Emission Regulations**
(*Cargo & Cruise Ships*)

Global Carbon Fees**
(by IMO in 2028)

RISK

Air Quality* & Climate
Are Deprioritized Globally

EU & Others Remove
Emission Regulation

US & OPEC Pressure
to Postpone the IMO Vote

* 400,000 premature deaths caused by shipping every year (Source: Nature).

** The only two competing technologies, Ammonia and Methanol, cost 3–5x more.

Pros & Cons: Nuclear Propulsion

✔ THE ADVANTAGE IN NUMBERS

- 📅 3–6 year refueling cycle
- 🚢 2× higher operational speeds
- 📦 10% more space/cargo
- 🌿 100% emission regulation compliant

⚠ CHALLENGES HISTORICALLY

- 📄 Liability & Insurance (P&I)
- ⚓ No nuclear corridors (port access)
- 🌐 Public perception barriers
- 🔧 Immature regulation, export controls

*All solved within 5 years,
except export controls*



Zero CapEx for Shipowners. Immediate OpEx Savings.

METRIC

CONVENTIONAL FUEL

SEATOM MERI-NPS™

Fuel Cost / Nuclear*

~\$35M+ / year

~\$25M / year**

CapEx Change

—

None (Leased)

OpEx Reduction

Baseline

-20%

vs. Synthetic Fuels

Baseline

-80%

* "Propulsion-As-A-Service" leasing and service included

** Turnkey solution taking care of crew, fuel, regulators, etc.

Civilian Market & Tech Readiness

Non-Defense Availability



- 1 Core Power has raised \$600M since 2016. This is 5x SEATOM's projected capital needs.
- 2 Per unit cost that is not necessarily all CapEx due to service agreement arrangements.
- 3 SEATOM's price tag is for the first-of-a-kind unit that includes fuel for the first 6-8 years.

Tech Maturity
(TRL 1-9)

Uniquely Positioned

Thanks to the NATO DIANA program, we are **the only nuclear propulsion developer** with defence contracts allowed and encouraged to bring the technology to the commercial market.

i SEATOM has been the nuclear technology provider for the N/S Finlandia Project

i An Uncrewed Underwater Vehicle Powered by our MERI-NPS™ propulsion system



i Mobile Submersible Micro Reactor for Remote and Arctic Areas (Project N/S Moby)



Only Finland and S. Korea Fulfill All Needed Criteria

➤ Competitive Shipbuilding Industry:



➤ Mature Nuclear Ecosystem:



➤ Predictable Export/Import Controls:



Finland is the only one of the two with prior experience building nuclear-powered ships (see the icebreakers in the top right corner).



☼ Meyer Turku (FIN)



☼ Helsinki, FIN



HD Korea Shipbuilding



China State Shipbuilding Corp.



SEATOM Founding Team & Advisors



Reko Suojanen
Chair & CTO (Naval)

Ex-CEO of Aker Arctic,
builder of nuclear icebreakers



Roope Marttila
CEO & Co-Founder

3x High-Reg Industry Founder
98th Percentile Tech Investor



Juhani Hyvärinen
Chief Nuclear Officer

Former Chief Nuclear Officer of
Hanhikivi Nuclear Power Plant



AP Prasad
Chief Operating Officer

Award-Winning 2x Founder of
Silicon Valley startups



Jim Cantrell | SpaceX
Founding Team, ICEYE...

Nathalie Delrue | Harvard,
National Security & IR

Jeff Cima | Nuclear
Submarine Captain (Ret.)

Dominic Wipplinger
Nuclear Engineering

+ Deep Talent
Pool & Reserves



Aker Arctic



Kvaerner
Masa-Yards

Google



Deep
Atomic

Lightbridge

WORLD
ECONOMIC
FORUM



SPACEX

ICEYE

VTT



fortum

tvo

crescent blue



Columbia
Law School

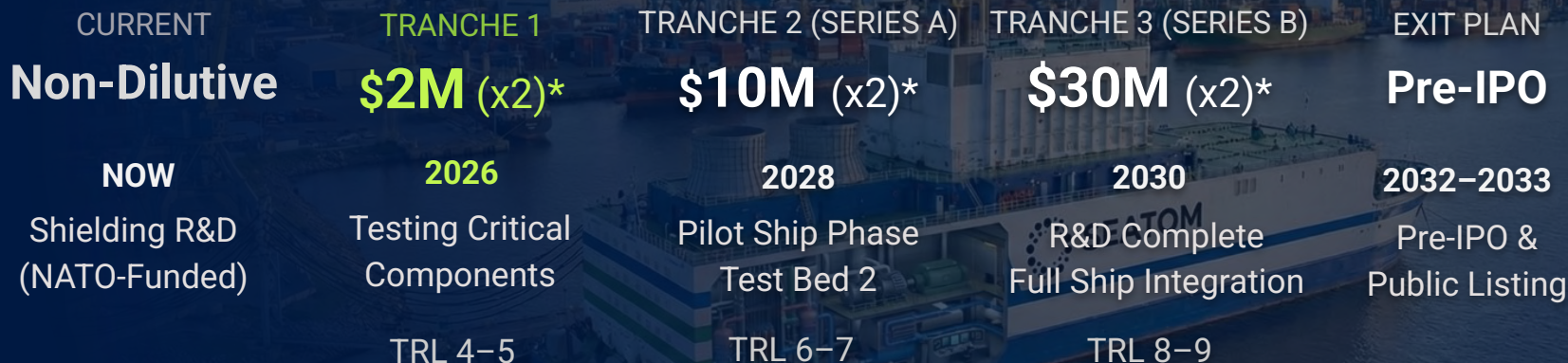


BOSCH



R&D Cost to Full Commercial Readiness

Funding Roadmap: \$42M Total Private Raise to TRL 9



* Strategy blends private investment with non-dilutive public funding (EU, Finland).

Detailed financial projections and/or R&D roadmap available upon request.

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