

St-Lambert, April 6th, 2009

Envire Industries Inc.
Mr. Vicent De Souza
7800 Trans-Canada Highway
Pointe-Claire, Québec
H9R 1C6

Subject: Verification Report for a Greenhouse-Gas Emissions (GHG) reductions report at Envire Industries Inc.

Period: September 1, 2007 to December 31, 2007

Mr. De Souza,

As requested, we carried out the verification of the Greenhouse-Gas Emissions (GHG) reductions report of Envire Industries Inc. This reductions report quantify the GHG emissions reductions obtained following the installation of equipment called « H2-PWR » on the truck # 599. The truck is owned by the company Normandin Transport covering the period of: September 1, 2007 to December 31, 2007.

This verification mandate was performed in accordance with *ISO 14064-3 International Norm entitled: Specifications and management lines for validation and verification of the reduction of Greenhouse-Gas Emissions (2006)*.

We have deeply examined and corroborate the information included in the quantification report for Greenhouse-Gas Emissions (GHG) reductions that you will find enclosed to this letter. We asked the necessary questions and obtained satisfactory answers.

Moreover, during our visit to Normandin Transport, we have corroborated the equipment H2-PWR was installed on Truck # 599

The GHG reductions quantification report dated March 26, 2009 indicates emissions reductions of 5 tCO₂e covering the period from September 1, 2007 to December 31, 2007.

During the course of our verification, Normandin Transport management confirmed us that no other actions had been taken on the unit # 599 during the aforementioned period with the purpose of improving fuel consumption.

The reader must considered that in the calculations of fuel consumption, the quantifier has taken into account kilometers driven and fuel consumption with the purpose to obtain average fuel consumption per kilometer using the H2-PWR then this result is compared with the average fuel consumption of a truck without the H2-PWR equipment.

The calculations of the averages don't take into account truck averages load factors.

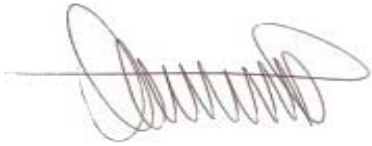
In our opinion; based on our review, nothing has come to attention that cause us to believe that the GHG emission assertion presented in the quantification report dated March 26, 2009 is not presented fairly and in accordance with relevant criteria. Therefore, the GHG declaration

- Is free of Material misstatements and it is an appropriate representation of the data and GHG information.
- Is prepared under the ISO 14064-2 standard: *Specification with guidance at the project level for quantification, monitoring and reporting of greenhouse gas emission reductions or removal enhancements*.
- Considering a low degree of uncertainty and taking into account the materiality paragraph included in our audit report, please refer to page 3 of 6.

GDTS

Services Conseils (SPA) inc.

For more information, please consult the attached report as well as the Quantification Report of Greenhouse-Gas Emissions (GHG) reductions prepared by the firm L2I Financial Solutions dated March 26, 2009.



Roger Fournier CA
GHG Partner
GDTS Service Conseils (SPA) Inc.

**VERIFICATION REPORT OF THE GREENHOUSE-GAS EMISSIONS (GHG) REDUCTIONS REPORT
Envire Industries Inc.
File # 080311**

Attention to:

Mr. Vicent De Souza
7800 Trans-Canada
Pointe-Claire, Québec
H9R 1C6

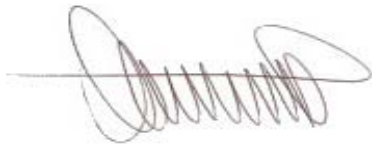
Report drafted by:



.....
Freddy Samuel CGA
GHG Verifier

.....April 6th, 2009.....
Date

Report reviewed by:



.....
Roger Fournier CA
GHG Partner
GDTs Service Conseils (SPA) Inc.

...April 6th, 2009
Date

Verification report on Greenhouse-Gas Emissions (GHG) reductions
File # 080311
Envire Industries Inc.

1. Verification objectives, Criteria, and assurance level

1. Verification objectives, scope, criteria, and assurance level

a) Verification objectives:

The verification steps followed on the documentation supporting the Greenhouse-Gas Emissions (GHG) declaration of Envire Industries Inc. thus the visit of the premises where Envire Industries has rented its Hydrogen Enrichment technology held on November 13, 2008 had the purpose of allowing GDTS Services Conseils (SPA) Inc. to issue an opinion in a form of verification report on a GHG project reduction called ``Fuel Efficiency measures in freight transport`` of Envire Industries Inc. and this is with a reasonable assurance degree, as agreed with the client.

b) Scope:

Envire Industries Inc. energy efficiency project is to install the H2-PWR™ technology on a truck owned by Normandin Transport. Envire Industries is located at 7800 Trans-Canada Highway, city of Pointe Claire, province of Québec, country of Canada. The baseline scenario used is freight truck transportation by Normandin transport without having the H2-PWR™ technology installed.

The main GHG source for the project is fossil fuel consumption from engines combustion.

Types of GHG: Carbon Dioxide CO₂, Methane CH₄, and Nitrous Oxide N₂O

c) Criteria:

The verification mandate was conducted under ISO 14064-3 International Standard, entitled: *Specification with guidance for the validation and verification of greenhouse gas assertions (2006)*

The reader must be aware of the fact this report relates exclusively to the verification of a Greenhouse-Gas reduction project and not on project validation.

The verification report is formally presented on section 6.0. However, it remains important the entire verification report should be taken into account for the purpose of project decision making.

d) Assurance level:

Reasonable assurance degree, as agreed with the client.

1.1 Client Engagement

It is the client's responsibility to ensure the information stated in the GHG quantification report is free from material misstatements, whether due to fraud or error.

Verification report on Greenhouse-Gas Emissions (GHG) reductions
File # 080311
Envire Industries Inc.

2. Verification Team

The team conducting the Verification was composed by:

- Roger Fournier CA, Verifier in charge
- Freddy Samuel, CGA, Verifier

3. Information on the organization aimed by the verification of the project.

The GHG reductions report clearly defines the project description, project scenario, baseline scenario, GHG emissions sources, and the time frame covered by the project.

We did not considered necessary to provide to the intended users' report with full details of the information contained in this project. However, the reader will find below pertaining information useful for decision making.

3.1 Project Scenario

The project consists in quantifying the greenhouse gas emission reductions attributable to the use of Envire Industries Inc. H2 -PWR™ technology. Envire Industries Inc. has rented in 2007 one H2 -PWR™ technology system to the freight transport company Normandin Transport Inc. with the purpose of testing the aforementioned device on Normandin truck Unit 599. Fuel consumption on the above rented unit was kept track during the period from September 1, 2007 to December 1, 2007.

3.2 Baseline Scenario

The Baseline Scenario established by the quantifier consists in greenhouse gas emissions attributable to the emissions generated by combustion in a basic freight transport diesel engine.
We are comfortable with the use of this baseline scenario.

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3.3 Emission sources for Project and Baseline scenario (table drawn from the project)

| Project Scenario | | Baseline Scenario | |
|---|--|--|---|
| | Emission factors -Project (Factors –metric tons CO ₂ eq) | | Emission factors -No-project - (Factors –metric tons CO ₂ eq) |
| PS1: Freight truck transportation by Normandin Transport Inc. with the H2 – PWR technology installed | National Inventory factor: 2,856 x 10⁻³ tCO₂ eq/diesel L | BS1: Freight truck transportation by Normandin Transport Inc. without the H2 – PWR technology installed | National Inventory factor: Same emission factor as for the project scenario |

BS: Baseline Scenario GHG emission source

PS: Project Scenario GHG emission source

3.4 Period covered by the project

September 1st 2007 to December 31st 2007

3.5 Organisation GHG Declaration (Table taken from the project report)

| | Total Project Emission Reductions for one unit |
|---------------------------------|--|
| Year | t CO ₂ eq. |
| 2007 (September to December) | 5 |
| TOTAL (Tonnes) | 5 |

3.6 Materiality

The Verification planning process ought to take into account the concept of materiality. Materiality threshold was evaluated as an aggregated issue for the entire file. The materiality threshold has not been surpassed.

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4. Context and Verification Activities

GDTS Service Conseils (SPA) has been mandated by Envire Industries Inc. to undertake the Verification of a quantification Project that was submitted to us on September 5, 2008. Thereafter, a visit to Normandin Transport, where Envire Industries has rented its -PWR™ technology device, was held on November 13, 2008. A Verification plan was given to Mr. Vincent Desouza of Envire Industries Inc.

4.1 Preparation of visit to the Company's premises and Verification procedures for the visited premises

On first review of the documentation was undertaken on September 5, 2008 before visiting the premises, allowing us to plan ahead the aforementioned visit among the required Verification procedures.

With the purpose of pursuing with the Verification undertaken at the Envire Industries Inc. H2 -PWR™ technology device, on November 13, 2008, we met Mr. Daniel Pascau, Assistant Manager trucking services of Normandin Transport where Envire Industries has rented its H2 -PWR™ technology device to be used on truck # 599. We have seen the truck # 599 and have noticed the unit H2-PWR was installed.

A part of the necessary documents for the application of our verification sampling procedures was provided to us. Thereafter, we were in the capacity of obtaining all the verification required documents to be submitted to our Verification procedures.

During the course of our Verification, we got all the necessary cooperation and documents required from companies' management including the Lease agreement between Normandin Transport and Envire Industries for the Unit H2-PWR..

4.2 Preparation of the verification report

The preparation of the verification Report was performed following the meeting with Envire Industries management and the revision of the documents. The demand for information was transmitted to the client in order to complete the verification Report. The information obtained from the client is satisfactory to us.

Verification report on Greenhouse-Gas Emissions (GHG) reductions
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5. Evaluation of the GHG quantification method related to the project

5.1 Standards used

This document was prepared by L2I Financial Solutions in accordance with ISO 14064 part 2 standard for Envire Industries Inc. H2 - PWR™ technology.

In the development of the quantification report, the quantifier has well respected the principles of pertinence, completeness, coherence, accuracy, transparency and acted conservatively.

5.2 Quantifying method choice, choices of sources and Pertinent GHG types

As to the choice of emission sources as well as the pertinent GHG types we could well identified them.

The approach that was chosen for the quantification of the GHG project and baseline scenario mainly refers to the use of diesel emissions factors taken from the National Inventory Report (1990-2005) Greenhouse Gas Verification Centre (championed by Environment Canada). The above emissions factors are combined with diesel consumption quantities derived and summarized from truck # 599 onboard computer covering the period of September 1, 2007 to December 1, 2007.

We are comfortable with the method used by the quantifier.

The GHG emissions quantities issued from this project and those from the baseline scenario where compared for the period from September 1st 2007 to December 31st 2007 in order to determine the GHG reductions. The reductions are presented in metric tons of CO₂ equivalent.

The data concerning the output from Truck # 599 onboard computer was subject to our verification.

Important Note: GHG reductions calculations made on the quantification report dated March 26th 2009 are based on a 3 month period and only 1 truck. Results could vary substantially on a yearly basis and/ or when several trucks GHG emissions are accounted for.

5.3 Choice of Baseline Scenario

The Baseline Scenario established by the quantifier consists in greenhouse gas emissions attributable to the combustion of a basic freight transport diesel engine.

The quantifier evoked reasons regarding its choice of baseline scenario are adequate and we agree with this baseline scenario choice.

5.4 Evaluation and consideration of the uncertainty

We agree with the analysis performed by the quantifier concerning the degree of uncertainty for which he determined an uncertainty level considered low. In fact, most of the emission factors used come from Environment Canada, National Inventory Report 1990-2005 (April 2007), which is an official source and we consider the internal control of the company as being good and limit the uncertainty related to the data collection.

Verification report on Greenhouse-Gas Emissions (GHG) reductions
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5.5 Quality Project management and conservation of documents

Concerning the management of data and the conservation of documents, we have corroborated with the company the validity of their internal control that satisfies us as to the reliability of data that comes out of it. Also, the verifications that we performed on this data as well as the information received from our meeting with management has confirmed that there is adequate data management and conservation.

6- Verification report on the GHG declaration

In our opinion; based on our review, nothing has come to attention that cause us to believe that the GHG emission assertion presented in the quantification report dated March 26th, 2009 is not presented fairly and in accordance with relevant criteria. Therefore, the GHG declaration

- Is free of Material misstatements and it is an appropriate representation of the data and GHG information.
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Important Note: GHG reductions calculations made on the quantification report dated March 26th, 2009 are based on a 3 month period and only 1 truck. Results could vary substantially on a yearly basis and/ or when several trucks GHG emissions are accounted for.

Confidentiality

GDTs Service Conseils (SPA) Inc. assures the confidentiality of all information provided to them during the course of the verification as well as documents provided by the company will be preserved in their files afterwards. No relative information to the present Verification will be communicated to a third party, other than the organization that accredit without obtaining the written authorization from the client. Besides, the content of this verification report cannot be used in it's entirely or in part without obtaining the authorization from GDTs Service Conseils (SPA) Inc.