EV INITIATIVE

# EV Initiative Inc. Whitepaper

The First Decentralized EV Charging Network in the Americas

**Decentralized Autonomous Organization (DAO)**

**Building a unique Electric Vehicle charging network throughout the globe, structured as a DAO, for the public and its fleets.**


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## Glossary

| Names | Definitions |
|---|---|
| **Charge Point** | The Charge Point is the physical system where an electric vehicle can be charged. A Charge Point will have one or more connectors |
| **Charging Station** | The unit where an electric vehicle is charged. A Charging Station consists of one or more charging spots (EVSE) |
| **Connector** | The term “Connector”, as used in OCPP specification, refers to an independently operated and managed electrical outlet on a Charge Point. This usually corresponds to a single physical connector, but in some cases, a single outlet may have multiple physical socket types and/or tethered cable/connector arrangements |
| **CPMS** | Charge Point Management System is the name of the Central System or back office controlling the Charging Points |
| **CPO or CSO (Operator)** | Charge Point Operator: Mobility partner who operates the charging infrastructure. They are sometimes called CSO (Charging Station Operators too) |
| **CS** | Acronym for Charging Station |
| **EMP or MSP (Provider)** | Electric Mobility (eMobility) Provider or Mobility Service provider: Mobility partner who provides eMobility services to customers |
| **ERP** | ERP is the acronym for Enterprise Resource Planning (CRM, accounting system, human resources…) |
| **EV** | Acronym for electric vehicle |
| **EV market players** | EV market players represent all market players: Driver, EMP, eRoaming, CSO, Site owner and charging stations |
| **EVSE** | Electric Vehicle Supply Equipment: EVSE is a synonym of Charging Point. EVSEID Electric Vehicle Supply Equipment Identifier |
| **OCPI** | Open Charge Point Interface protocol (OCPI) is an open protocol supporting connections between EMP who have EV drivers as customers and CSO who manages Charging station. This protocol enables eRoaming between EV charging networks |
| **OCPP** | Open Charge Point Protocol (OCPP) is an application protocol for communication between EV Charging Stations and a central management system, also known as a Charging Station network |
| **Site Owner or Site Host** | Site Owner/Site Host: Site Owners or Site Hosts are the physical owner of charging stations |
| **DAO** | A decentralized autonomous organization (DAO) is founded upon and governed by a set of computer-defined rules and blockchain-based smart contracts. |

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| | |
|---|---|
| **Binance Smart Chain** | You could create a native asset as a BEP-20 token and even peg tokens from other blockchains in order to make them usable on the = Binance Smart Chain. |
| **DeFi** | A movement encouraging alternatives to traditional, centralized forms of financial services. |
| **BEP20** | BEP-20 is a Binance Smart Chain token standard created with the intention of extending ERC-20. |
| **Token** | Tokens are non-mineable digital units of value that exist as registry entries in blockchains. |
| **kWh/ kilowatt-hour** | The kilowatt-hour is a unit of energy equal to one kilowatt of power sustained for one hour and is commonly used as a measure of electrical energy. One kilowatt-hour is equal to 3600 kilojoules. |
| **EVI token / $EVI** | Virtual currency token or a denomination of a cryptocurrency. It represents a tradable asset or utility that resides on its own blockchain and allows the holder to use it for investment or economic purposes. |
| **Level 2/ L2/ AC Charging** | A Level 2 EV charging system delivers an electrical current from an outlet or hardwired unit to the vehicle via the connector, similar to a standard-issue charger. However, Level 2 car chargers need a 208-240 Volt, 40 Amp circuit. |
| **Level 3/ L3/ DC Fast Charging/ DCFC** | Level 3 charging is the fastest type of charging available and can recharge an EV at a rate of 3 to 20+ miles of range per minute. Unlike Level 1 and Level 2 charging that uses alternating current (AC), Level 3 charging uses direct current (DC). |
| **Stations** | A charging station, also called an EV charger or electric vehicle supply equipment (EVSE), is a piece of equipment that supplies electrical power for charging plug-in electric vehicles (including hybrids, neighborhood electric vehicles, trucks, buses, and others). |
| **J1772** | The formal title of the SAE J1772 standard is “SAE Surface Vehicle Recommended Practice J1772, SAE Electric Vehicle Conductive Charge Coupler.” In short, the standard constitutes a definition of how a charging station (EVSE, or Electric Vehicle Supply Equipment) connects with, communicates with, and charges the vehicle |
| **dApp/ Decentralized application** | A decentralized application is an application that can operate autonomously, typically through the use of smart contracts, that runs on a decentralized computing, blockchain system. Like traditional applications, dApps provide some function or utility to its users. |
| **Staking** | Participation in a proof-of-stake (PoS) system to put your tokens in to serve as a validator to the blockchain and receive rewards. |
| **Wallet** | A place where cryptocurrency users can store, send and receive digital assets. |
| **Burn/ Burned** | Cryptocurrency tokens or coins are considered “burned” when they have been purposely and permanently removed from circulation. |

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| | |
|---|---|
| **Metaverse** | A metaverse is a digital universe that contains all the aspects of the real world, such as real-time interactions and economies. It offers a unique experience to end-users. |
| **Coin** | A coin can refer to a cryptocurrency that can operate independently or to a single unit of such cryptocurrency. |
| **Tokenomics** | Tokenomics is the science of token economy which consists of a set of rules that governs a cryptocurrency's launch and supply. |
| **Staking pool** | Staking Pools allows users to combine their resources in order to increase their chances of earning rewards. This mechanism offers more staking power to the network to verify and validate new |

## Section 01

# Executive Summary

Facilitating the global adoption of electric mobility with the first green energy charging solution, powered by the Binance Smart Chain.

### EV Initiative is committed in transitioning away from the paradigm of fossil fuels to an electric driven future.

It is driven by a single mission: To build the largest network of electric vehicle charging stations.

EV Initiative's plan is to combine modern, cutting-edge sustainability and energy efficient concepts, with that of blockchain technology and decentralized finance.

EV Initiative's goal is to help create a future where humanity can unlock its full potential in an environmentally responsible and sustainable manner, with a heavy emphasis on new technology and blockchain innovation.

The EV Initiative model can be replicated across the entire energy ecosystem industry. EV Initiative has the power to create not only a deflationary and environmentally centric token, but it also has the ability to seamlessly integrate this with all smart green cities throughout the world.

The future is decentralized, deflationary, and sustainable.

### The inclusivity of the platform: Transparent and collectively owned

EV Initiative is the 1st Canadian cleantech start-up to be linked to a BEP20 token, providing real world utility on the Binance smart chain.

### An economic model that protects the interests of investors and users

EV Initiative will continually strive to increase both the future value and impact of $EVI, which will be the first future driven DeFi token to incorporate social and environmental functionality.

EV Initiative's goal is to ensure growth with a fully sustainable development plan.

EV Initiative provides a DeFi-based infrastructure that will empower a vast community, setting a new industry standard for economic and sustainable recharging stations for electric vehicles.

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## Section 02

### 2.1. Marketing Opportunity

#### Green mobility: The transition from necessity to reality

Today, there are currently more than 10 million electric vehicles on the world's roads, this number is expected to grow beyond 100 million within the next 10 years.

#### EV Initiative, a charging port operator providing network operation & management

- EV Initiative provides an investment solution to benefit properties.
- The EV Initiative charging network makes paying for a charge easy for drivers, we process transaction
- From installation to support, EV Initiative takes care of everything. The property managers and leaseholder community do not have to handle any aspect of the installation, this is all taken care of internally by EV Initiative.

#### A mutually beneficial partnership

- Property managers and leaseholders have zero financial outlay. EV Initiative takes 100% fiduciary responsibility of the investment.
- The property management holding will benefit directly from the performance and usage of the installation, by receiving a fee for each kWh delivered from the stations.
- EV Initiative monetizes and offsets the installation and its management by receiving a return through all recharges made.

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## Section 02

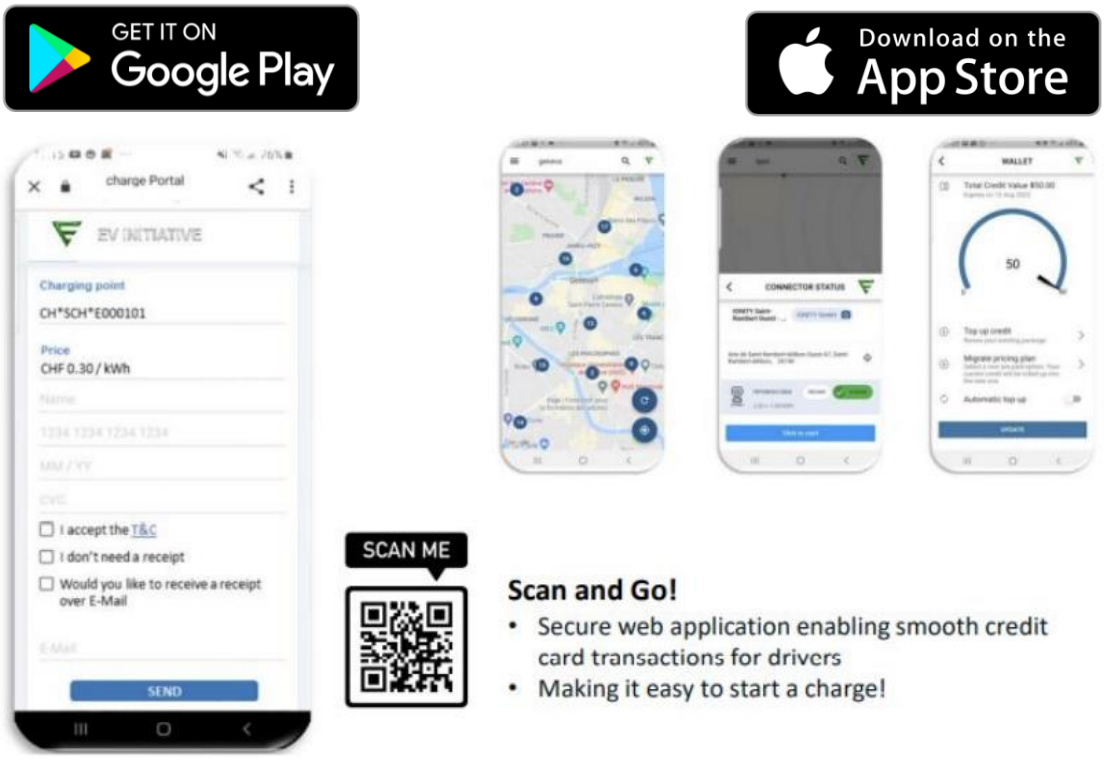
## 2.2. Commercial Opportunity

### The current state of play for EV consumers

- Using charging stations is often complicated and misunderstood.
- The user may have to install many applications, each requiring separate and time intensive registration processes.
- Most of the current chargers are installed in the center of a town or in shopping malls. The logistical dilemma that evades consumer convenience lies in the stark reality that charging stations are not often located close to work, offices, or larger residential hubs.

### EV Initiative´s charging solutions - Adding value with technology
### Network Operation & Management as eMobility Service Provider

- Starting a charge is easy for drivers on the EV Initiative Network
- A charging station offering the best speed/price ratio
- A network that is compatible with all plug-in vehicles

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## EV Initiative preferred spots (accessible to the public) – Site Hosts

- EV Initiative will carefully select the station locations to maximize consumer exposure to the network, therefore increasing the total delivery of kWh per station.

## Blockchain added value

- Drivers who use the network can buy EVI tokens and share ownership buy purchasing NFTs.
- The use of the Binance blockchain allows for easy integration and automation of $EVI processing in an efficient, low cost, low latency and above all secure way.

## Limited staking/voting NFT system

- $EVI staking rewards are exclusively for investors with an NFT seat.
- Your NFT allows you to participate directly with governance through the EV Initiative DAO.
- Each kWh sold at an EV Initiative station generates 0.85 $EVI towards the rewards wallet.

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## Section 02

### 2.3. 8-Year Strategy for Exponential Growth to 2030 (and beyond)

The initiative is to deploy as many plugs as possible into the marketplace that can be supported by our network, The EV Initiative Charging Network. Give incentive and ownership to the drivers who will be actively using the EV charging network.

**EV Initiative Spot dealing model will allow the charging network to grow at a rapid rate. Supporting all levels of charging Level 2 (L2) AC and Level 3 (L3) DCFC charging to support to growing demand:**

**Level 2**

AC charging outputs range from 7kW up to 19kW dependent on hardware and vehicle:

- Example use cases, workplaces, hospitality, multifamily buildings, overnight charging, parking operation.

**Phihong AW32**
**7kW Output | 32A**
- Ethernet, WIFI or Ethernet, 4G connectivity options
- 16' cable, NEMA 3R enclosure, 9lbs with universal J1772 plug
- RFID
- Smart load distribution enabled
- 2-year manufacturers warranty
- Network managed by EV Initiative


**Grizzl-E**
**10kW Output | 40A**
- WIFI connectivity
- IP67, 24ft cable, NEMA 4 enclosure, 22lbs with universal J1772 plug
- 3-year manufacturers warranty
- Network managed by EV Initiative

**Phihong AX48**
**11kW Output | 48A**
- 5" Screen, Ethernet, 4G connectivity options
- 16' cable, NEMA 4 enclosure, 22lbs with universal J1772 plug
- RFID, Meter IC (1% Accuracy), ISO 15118
- Smart load distribution enabled
- 2-year manufacturers warranty
- Network managed by EV Initiative

All products UL/cUL certified

Shipping and taxes are extra Prices are subject to change

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**Level 3**

DC charge outputs range from 30kW and can provide well over 360kW outputs depending on which unit:

- Example use cases, rest stops, fast dining restaurants, car dealerships, fleets, retail, and public spaces.

**30kW Outputs**
- CCS connector
- 15 ft Cable
- Wall or pedestal mounting options
- IK10 (not including screen and RFID module)
- 2-year manufacturers warranty
- Network managed by EV Initiative

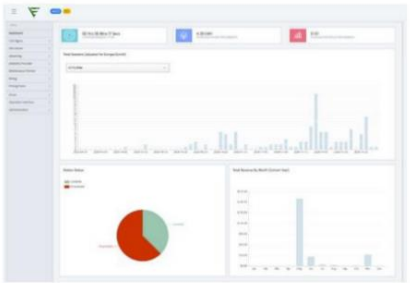
**120kW Outputs | 180kW outputs**
- CCS connectors
- Simultaneous fast charging
- 13 ft cables with integrated cable management
- IK10 (not including screen and RFID module)
- Manufacturer's warranty
- Network managed by EV Initiative

**360kW Outputs**
- CCS connectors
- Simultaneous 4 DC charging, up to 360KW per output with liquid-cooled connector
- 13 ft cables with integrated cable management
- IK10 (not including screen and RFID module)
- Manufacturer's warranty
- Network managed by EV Initiative

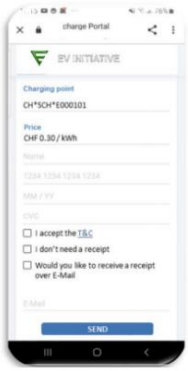
**Prices reflect CCS only.**
Shipping and taxes are extra Prices are subject to change

**Network Operation & Management** – EV Initiative provides web and mobile applications to enable drivers to start charge sessions and the processing of payments. Ongoing monitoring, oversight, and network upkeep is provided by EV Initiative. All kWh dispersed to charging vehicles on our network is tracked for the process of minting new EVI tokens.

8% of transactions are retained for payment processing



**Dashboard and back-office administration**
- Tariff control
- Billing and reports
- Manage users and control access levels
- API Integrations
- Connect OCPP chargers and grow your network accordingly




**EV Initiative for drivers**
- Secure wallet drivers can manage their balance
- Access control and charge session payments
- Track your payments and usage history
- 24/7 Support
- Perks for using the EV Initiative network

SCAN ME

**Scan and Go!**
- Secure web application enabling smooth credit card transactions for drivers
- Making it easy to start a charge!

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The expected growth of kWh charging, delivered annually, by 2030 is a demanding growth curve.

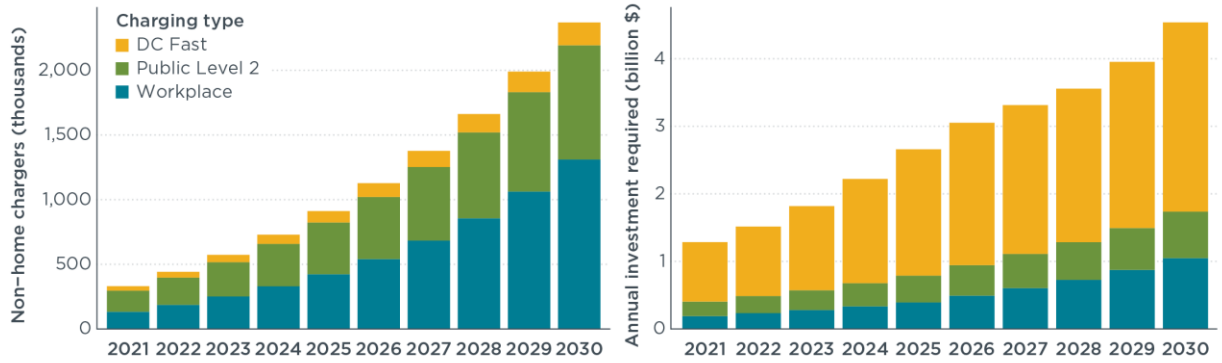


**Figure ES-1.** Charging infrastructure (left) and the associated investment (right) needed to support U.S. electric vehicle market through 2030.

https://theicct.org/publication/charging-up-america-assessing-the-growing-need-for-u-s-charging-infrastructure-through-2030/

The two main factors determining the trajectory of this project:

- The process of deploying new charging points
- The continuing exponential growth of electric vehicle sales

Thanks to the $EVI token business model, this growth curve will ensure high and sustainable rewards for those who stake the tokens year after year.

At the same time, this growth curve will ensure the profitability of EV Initiative and support the development of the project, all while remunerating our investors and infrastructural stakeholders.

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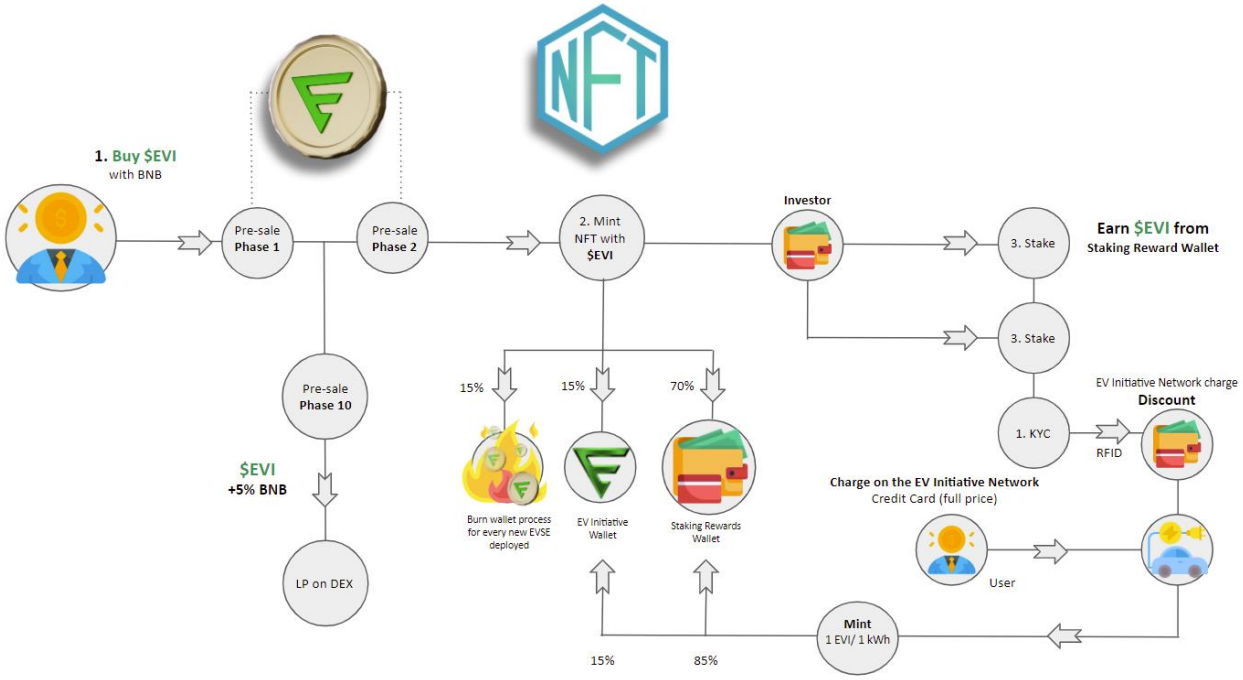
## Section 03

### 3.1 EV Initiative Economic Model

- Binance's blockchain is an online exchange where users can trade various cryptocurrencies
- Binance's native BNB is a utility cryptocurrency that operates as a payment method for the Binance Exchange.
- BNB is the 4th largest cryptocurrency after, Bitcoin, Ethereum, and USD Tether
- BNB coin is used to purchase EVI tokens
- Smart contract technology rewards all EVI NFT holders
- EVI Tokens can be used to purchase EV Initiative NFTs




The innovative EV Initiative Economic Model creates value for all parties involved, producing a perfect synergy between commercial business and our investor 's returns on their initial outlay.

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EV Initiative's economic model is uniquely designed to provoke a strong sense of value within every investor. Supporting the early phases of our project; EV Initiative's model is an evolving ecosystem which accumulates value over time as our network grows.

## EV Initiative´s model is based on 3 main pillars:

- The limited NFTs available offer investors a seat to contribute to our DAO governance.
- RFID card with extra benefits for end users and investors.
- Dynamic token supply, backed by real world utility and societal necessity.

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## Section 03

### 3.2. The Limited NFT Seats

Staking benefits are organized in 5 tiers for all investors:

- The higher the tier, the fewer the seats.
- Each tier has 3x more rewards than the previous tier.
- 5 NFT TIERS.


NFT ownership:

- NFT seats can be minted by the investors paying the corresponding EVI price. The minting process will be ongoing until max supply of NFTs is reached.
- A secondary Marketplace will be utilized if NFT holders want to sell their holding for BNB or purchase other EV Initiative NFTs. Based on a supply and demand basis. Secondary resale will hold a 10% royalty fee, that will go to DAO Treasury to improve the ecosystem over time.
- You can stake your NFTs to earn rewards from the success of EV Initiative. Daily rewards are split equally across each tier, with 20% to each tier. As the higher tier has less seats, the rewards per seat are proportionally greater.

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## Section 03

### 3.3. Charging Stations

Extra benefits for users of the charging stations:

- Any investor that becomes a user of an EV Initiative charging stations will receive an exclusive RFID discount card, personalized and integrated with the investor ’s staked NFT (KYC needed for eligibility).
- This hybrid model allows users of the charging network to participate in the success of the network receiving passive income while they charge their vehicles.

Dynamic supply of $EVI tokens backed by real business results:

Deflationary Tokenomics:

Deploying a L2 system with only a single charging point, will result in a quantity of 500,000 EVI being burned.

Dual-port L2 systems have 2 charging points, therefore 500,000 EVI will be burned for each port resulting in 1,000,000 EVI burned in total.

DCFC delivers much higher kWh delivery outputs will also reward the network to the same extent, allowing for a burn quantity of 1,000,000 EVI.

Inflationary Tokenomics:

For every kWh charged at a station on the EV Initiative Charging Network; 1 EVI will be minted and split between Staking Rewards and EV Initiative’s Treasury.

As the network expands and usage increases; daily kWh delivery will increase, which in turn will amplify the rewards available for investor reallocation.

## Section 03

### 3.4. Governance on EV Initiative DAO

EV Initiative´s team mission is to create an ecosystem that amalgamates investors and electric vehicle (EV) users. Investors who are also EV users will hold the dual benefit of having a DAO NFT. This dual stakeholder will be known as an EV Initiative user/investor.

A DAO NFT provides its holder with the opportunity to participate in key decision-making votes. The DAO voting will catalyse special burn events for token reduction, initiate increased rewards per kWh or delegate an allocation of treasury funds to develop future growth of the network infrastructure.

The total voting power of all NFT holders is split into 5 tiers, with a 20% voting allocation provided to each of the 5 tiers. For example, all Diamond NFT holders will have the same voting power as that of the Bronze NFT collective.

As Diamond Tier is 3 times scarcer than Platinum, the voting power of one Diamond NFT is 3 times as powerful.


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# Section 04

## 4.1. EVI Token

### Token utility

EVI is not only a funding token, but also the engine that will drive the projected growth of EV Initiative.

The primary utility of the EVI token is to allow investors to mint the NFT seats for rewards. These limited NFT seats will also provide them with a tiered eligibility to vote for or against proposals on the EV Initiative DAO.

Secondly, the EVI token allows these automated economic processes to distribute income and rewards between all EV Initiative ecosystem participants.

The innovative tokenomics place the EVI token at the heart of the project, making the token scarcer as the charging network grows and more valuable as the delivery of kWh increases.

The NFT mechanism allows EV Initiative to focus on long term investors, differentiating between long term commitment and short-term speculators and rewarding accordingly.

The only way to buy an NFT staking/DAO seat will be using EVI tokens. Initially, EVI will only be available through an exclusive pre-sale organised over several phases.

The model has been created to provide a positive ROI by offering staking rewards,

NFT owners will earn EVI compounded annually due to the organic evolution between the business's success and increased staking rewards.

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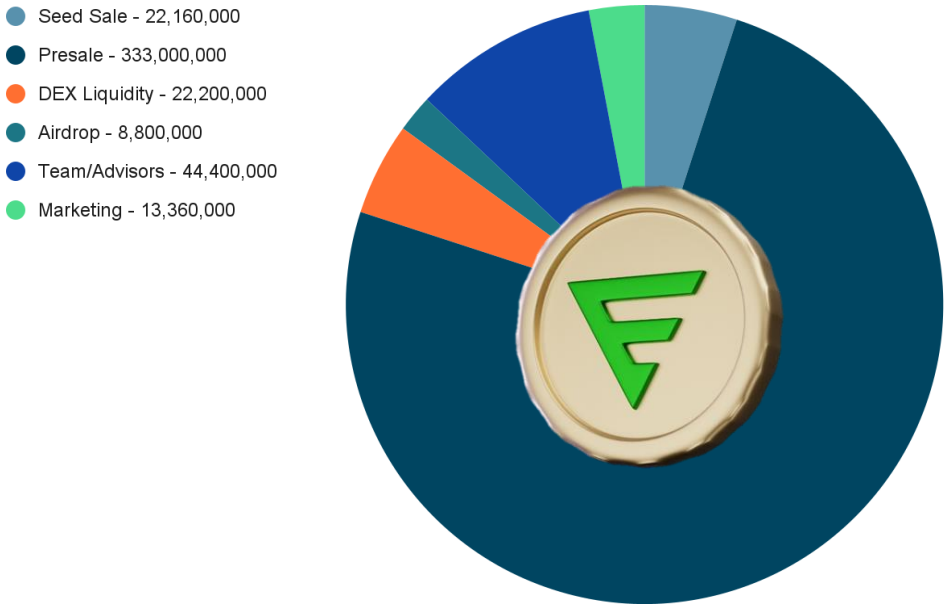
## Section 04

### 4.2. Initial Token Distribution




One of the key components of the initial EVI token distribution, is that it is designed to put **80% of the supply in the investor's hands.** This will allow for a wider token distribution, between increased investor numbers, providing a more equitable voting process through the EV Initiative DAO.

Another important budget is **DEX liquidity**, this will combine with part of the BNB from the pre-sales, which will allow the EV Initiative team to provide a highly liquid pool

- EVI/BNB

**Team and advisor** budget has been set to incentive the team and advisors. Driving the long-term success of this project.

**Marketing and airdrop** budgets will allow us to bring new customers and new investors to the innovative EV Initiative ecosystem.

This is just the start of big things to come. Tokenomics will create and mold new scenarios over the years. We will have a substantial burn wallet, a healthy staking rewards wallet, and a DAO treasury. All to ensure our long-term success, network distribution, and exciting new product opportunities.

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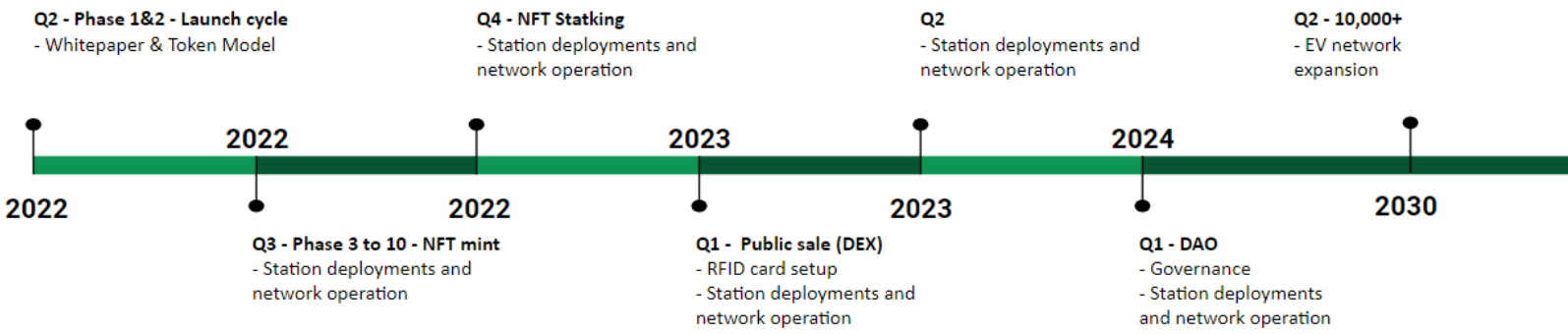
## Section 04

### 4.3. Initial Token Offering Roadmap

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## Section 04

### 4.4. Token Pre-sale

#### Token pre-sale

The pre-sale of tokens will be executed in 10 phases. Each phase will be open for a maximum of 14 days.

This is to ensure an equitable distribution of 80% of the token supply. This method will allow for maximum investor choice, while organically growing total investor numbers.

This presale system will promote the intrinsic and extrinsic values of the ecosystem to early investors, who will in turn become the long-term holders of the future.

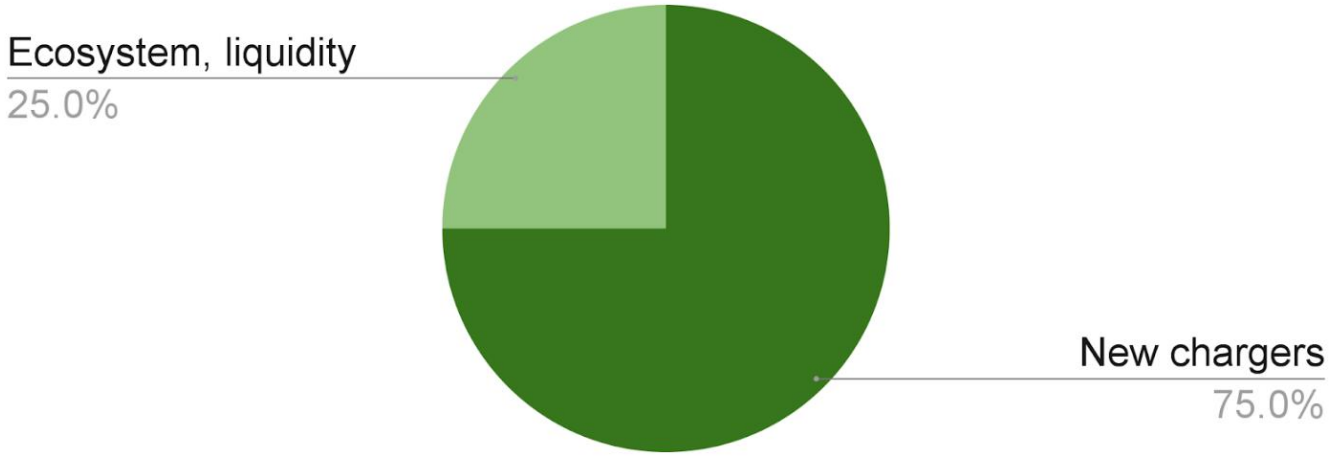
The price of the token in each phase of the pre-sale will be partly linked to the price that BNB had 48 hours before the launch of the relevant phase.

A hybrid pricing system will be used for each new phase, considering the BNB prices in effect during the previous pre-sale phase.

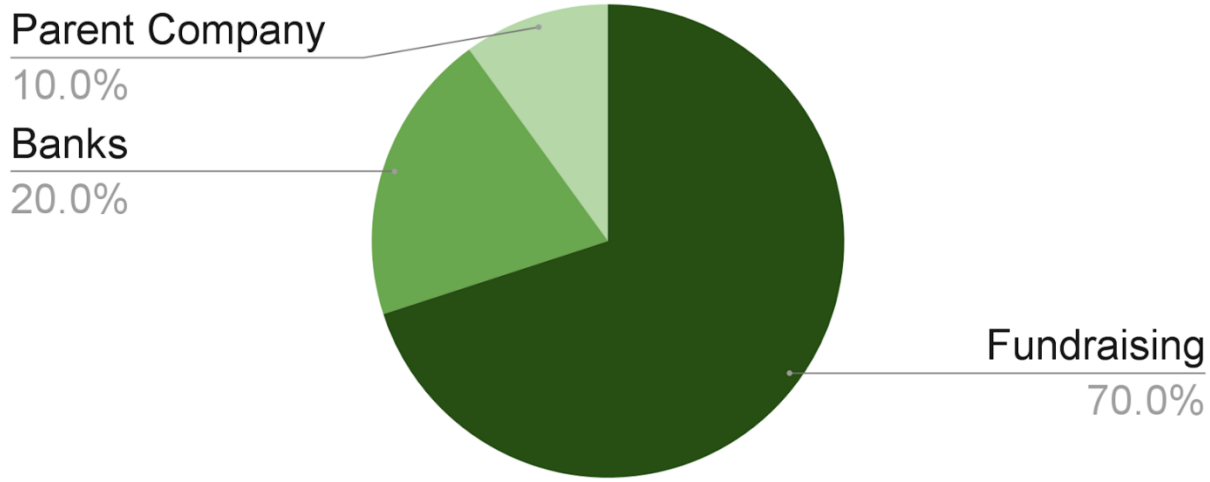
The minimum price set for each pre-sale phase will be defined according to 2 elements:

1. A minimum variation of +$0.005 between each pre-sale phase
2. Respecting a simultaneous variation of the price in BNB of +$0.000005 BNB (minimum) between each pre-sale phase.

From the total funds that are raised through the entire pre-sale process, the allocation of these are as follows:




75% of the funds are used for the charging stations. These are derived as follows:




To better understand the hybrid system for pricing EVI for each new phase of the pre-sale, we present below two different hypotheses for the variation of the value of BNB/ USD, in order to explain the potential evolution of the EVI/USD price during the different phases.

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## Section 04

### 4.5. Founders & Coins

#### Who is an EV Initiative Founder?

A Founder is someone that joined the EV Initiative DAO in its early adoption stage, someone that minted a DAO NFT seat when the project was starting. They will always be recognized in the ecosystem as the most exclusive members of the community.

#### Who is an EV Initiative Founder?

A user will be able to join EV Initiative Founders only during the Founders Campaign period.

> **Start point:** This will begin during the event called “Minting” in the whitepaper roadmap.
>
> **End Point:** A few days before the final staking pools are released.

There will be a dApp that allows you to deposit / pre-mint your pack of EVI in the smart contract to become an EV Initiative Founder and receive special gifts throughout the initial 6-months.

You can liken this to a 6-month event. Founders will be in for a gratifying introduction, receiving a variety of big rewards throughout the period.

At the end of Founders Campaign, you will be able to withdraw your Gen 0 NFT or stake it in the special 60 days staking pool.

#### Unique privileges for Founders

- EV Initiative DAO seat NFT - Special edition called “Gen 0 - Founders” NFT
- Special metaverse 3D NFT from a partner to be announced
- A large EVI pool will be shared between the Founders as rewards. Distributed daily, so the early adopters, and Founders will each earn more.
- Free EV Initiative Coin NFT/s for the first movers (the early adopters that become Founders)
- Only EV Initiative Founders will be able to join the future EV Initiative Ambassadors Program
- First 60 days of staking rewards will be exclusive for Founders, only Gen0 can join the staking pools (starts after Founders Campaign)

## Section 04

### 4.6. Founders & Coins – NFT Coin

EV Initiative Coins

We created a new NFT in the EV Initiative ecosystem. This NFT Coin represents 1,000 EVI and its existence is to improve liquidity, especially in secondary markets. COINS will be an integral part of EV Initiative's ecosystem.

Therefore, after the Founders Campaign, we will create a « special staking pools » that will allow investors to claim their EVI rewards in the form of COINS with a higher return than what would be received from the classic staking pool.

Initially, EV Initiative's Coin supply will comprise 14,000 NFTs. If at some point the liquidity is low or the offer too high, we will decide together, as a DAO, if we mint more coins, or burn existing coins to mitigate against this eventuality.

During the Founders Campaign 8,000 Coins will be in a special pool to be rewarded as a gift for early minters. The remaining 6,000 Coins will be in the smart contract to be claimed as rewards every time a user has more than 1,000 EVI in pending rewards.

The main use case of the EV Initiative Coin is to bring liquidity and allow users to mint DAO seats. After the Founders Campaign you will be able to mint DAO NFT seats using Coins and EVI.

When you use a coin as a payment for minting a DAO seat NFT, this coin will be reallocated to the staking smart contract to become once again claimable by another user who has more than 1,000 EVI accumulated in their rewards.

The creation of the new EV Initiative Coins will help to increase liquidity in the EV Initiative ecosystem, as the ideal bridge between both the token-based economy and the NFT DAO seat economy. When founders mint their first DAO seats, 15% of the EVI used will go to the "token burn wallet". As soon as we have a balance of 14M EVI tokens in this wallet, we will burn them. Therefore, the supply of EVI will go down from 444M EVI to 430M EVI.

EV Initiative Coins will always have a 5% royalty fee when traded in secondary markets. Remember that NFT marketplaces can charge some additional fees. These royalties will go directly to the DAO treasury wallet.

Disclaimer: All information about the EVI Token and associated NFTs in this document is conceptual and subject to ongoing legal, regulatory, tax, technical, and compliance reviews.

## Coins Summary:

- Coins cannot vote in the DAO
- Coins cannot be staked to earn EVI
- Coins can be used to mint DAO seats
- Coins can be traded on secondary markets.

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## Section 04

### 4.7. Sustainable Passive Income

Yearly EVI rewards generation

This journey begins now, we recognize that it will take some time for us to deploy enough EV chargers which will collectively deliver massive amounts of kWh. The timing is right because the EV market is beginning to shift from introduction to growth. The EV Initiative Charging Network and EVI token will flourish in conjunction with the market.

We have taken this fact into account for our business model and have created two revenue streams for the reward pool: one focused on the first phase of the project (3-4 years), and the other focused on the longer term.

**The first stream of income** for staking rewards originates from the limited NFT seats minting process. To be specific, **70% of the EVI used to mint an NFT goes to the staking pool.** This especially helps during the initial years where there are more “investors” trying to take a seat on the business than kWh volume. In this phase, the focus is on deploying new charging stations.

**The second stream of income** for staking rewards comes from the kWh delivered itself, for the use of the charging network. To be specific, **the EVI token structure mints 1 EVI for every kWh delivered, and 85% of this goes direct to the rewards pool.**

The tokenomics are highly innovative, as they ensure a higher APR in the first and second stage of the project. Long term investors will be happy with this mechanism, as it drives most of the commercial growth to the limited NFT staking seats. Our forecast is that around 80% of the staking rewards will come from the charging network use itself.

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## Section 04

## 4.8. Supply Model

The initial supply is defined at 444 million EVI tokens. The tokenomics have a dual mechanism, to ultimately burn and mint EVI, thus ensuring token scarcity is secured along with fruitful staking rewards for longer term investment strategies.

### Burning

Deploying a L2 system with only a single charging point, will result in a quantity of 500,000 EVI being burned from the burning wallet.

Dual-port L2 systems have 2 charging points, therefore 500,000 EVI will be burned for each port resulting in 1,000,000 EVI burned in total.

DCFC delivers much higher kWh delivery outputs will also reward the network to the same extent, allowing for a burn quantity of 1,000,000 EVI.

The burning wallet is filled with 15% of every NFT minted and with a proportion of the royalties from the secondary NFT marketplace.

### Minting

Every kWh that is delivered to customers of electric vehicles from the charging stations will mint 1 new EVI. And 85% of this will go directly to the staking rewards wallet.

### 8-Year Supply Plan

We have hypothesized several scenarios and this one provides a non-biased overview, neither favouring a pessimistic or optimistic forecast. This development scenario expects to mint 212 million new EVI and burn 418 million EVI.

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## Section 5

Get involved

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