

# **AI DISPATCHER**

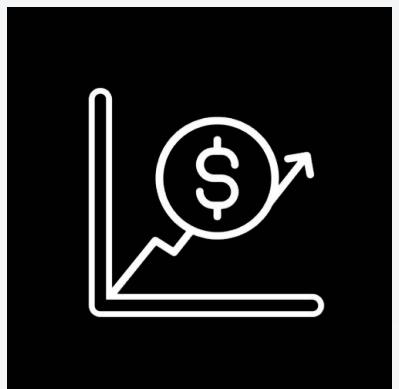
**LOGISTICS INFRASTRUCTURE  
WITHOUT BROKERS**

**THE PROJECT IS PATENTED  
12/16/2025 IN PCT / WIPO**

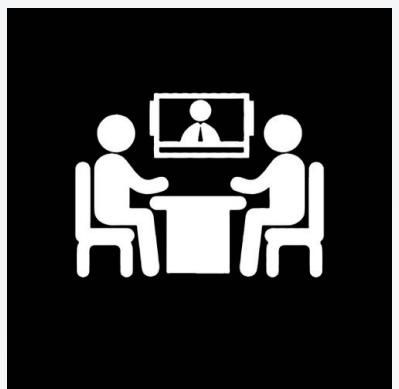


# THE MARKET IS BROKEN

A \$940 BILLION INDUSTRY STRUCTURALLY  
DEPENDENT ON INTERMEDIARIES



**\$ 940 Billion**  
**US logistics market**



**70% of cargo is controlled by brokers.**  
**18-40% of margin is lost due to friction.**  
**Fraud and delays are systemic.**



# WHY THE PROBLEM PERSISTS

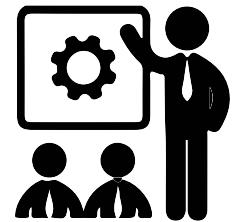
## THE BROKER LAYER IS STRUCTURALLY SECURED

### INTERMEDIARIES SEWN INTO EXECUTION



#### Network lock-in

Between shippers and carriers



#### Load boards

They show applications but don't provide control



#### Enforcement

There is no enforcement mechanism



# **OUR INSIGHT**

## **ENFORCEMENT**

**CHANGING THE LOGISTICS ECONOMICS**

**LOGISTICS DOESN'T NEED ANOTHER APP**

**SHE NEEDS CONTROL OF EXECUTION**

**CONTROL ELIMINATES INTERMEDIARIES**

# WHAT WE BUILT

## INFRASTRUCTURE, NOT A TOOL

# DIRECT EXECUTION

shipper → carrier

- 01 No brokers or margin stacking

- 02 Single source of truth

- 03 Control of processes at the execution level



# WHY ARE SHIPPERS PROMOTING THIS?

**\$700,000–\$1,700,000**

savings per shipper per year



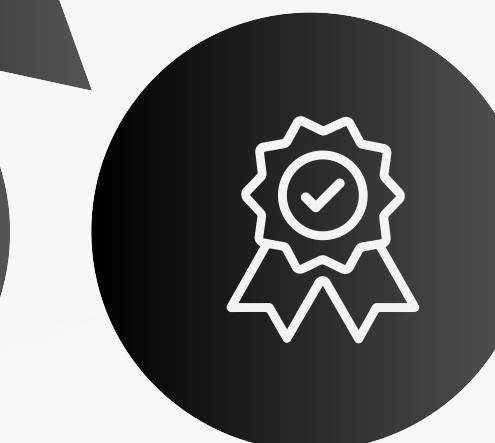
Elimination of  
brokerage margin



Full transparency  
and control



Zero risk  
of fraud



# WHY CARRIERS ARE JOINING

+ \$6,000–\$12,000

PER TRUCK PER MONTH

Higher rate  
per mile

Route and load  
optimization



Reducing  
dispatching costs



# WHY DOES THIS SCALE

STRUCTURAL GROWTH, NOT MARKETING

## NETWORK EFFECT

BASED ON ECONOMY



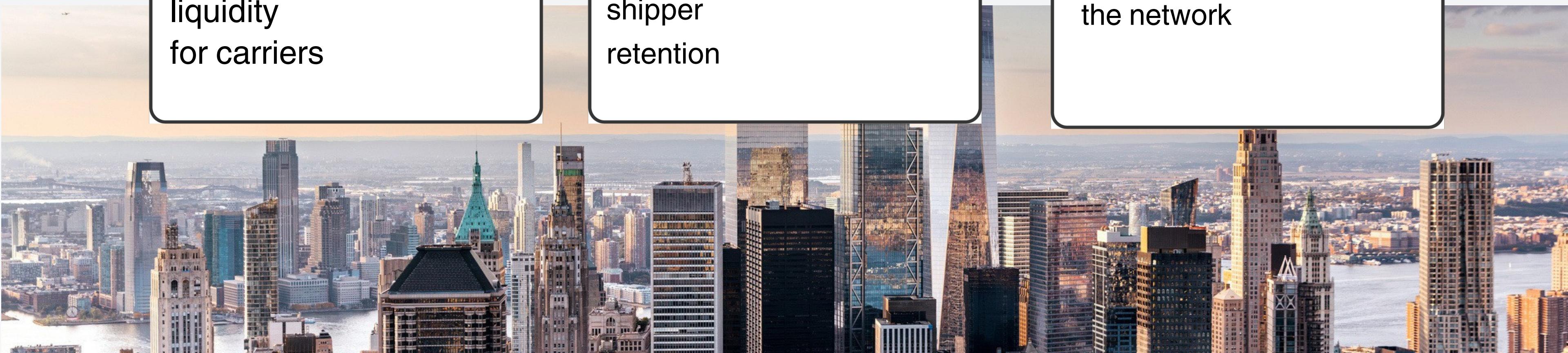
Each shipper  
increases  
liquidity  
for carriers



Each carrier  
increases  
shipper  
retention



Enforcement  
strengthens  
the network





# SCALE ECONOMY

CONSERVATIVE CALCULATION: SUBSCRIPTION ONLY \$180 / TRUCK

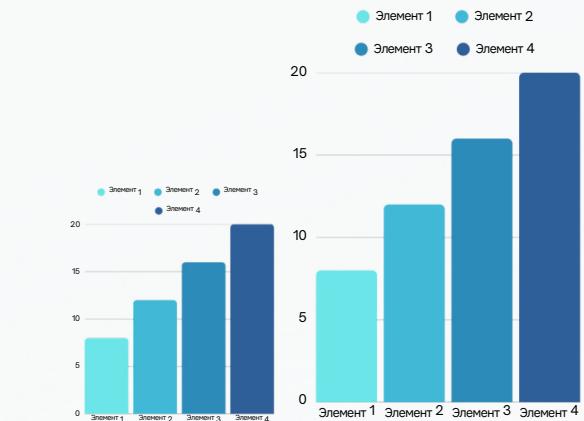
## MARKET PENETRATION SCENARIOS

### COMPANY REVENUE

- 10% of the market: \$129 million per year
- 20% of the market: \$259 million per year
- 30% of the market: \$388 million per year
- 50% of the market: \$648 million per year

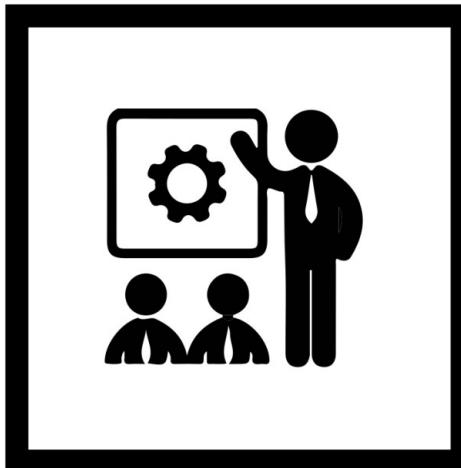


Upside from fees, AI modules, and services is not taken into account



# INCOME MODEL. SUBSCRIPTION

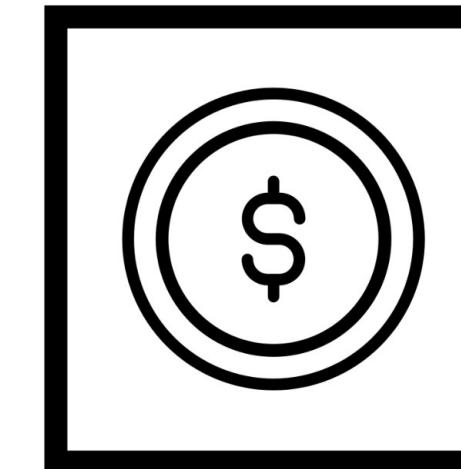
ALIGNED WITH THE VALUE CREATED



SaaS subscription  
for shippers +  
transaction layer



Subscription for  
carrier access



No dependence  
on margin





# **INVESTOR REQUEST**

## **SEED ROUND \$2–3 MLN**



**Completion of MVP**



**Pilot launch in the US**



**Scaling up to the  
national level**

# COMPANY REVENUE COVERAGE OF 3% OF THE MARKET

CONSERVATIVE SCENARIO - SUBSCRIPTION ONLY \$180 / TRUCK

**3% of the market = 36,000 tractors**

of the 1.2 million active OTR trucks in the US

Monthly revenue: \$6,480,000

Annual Revenue: \$77,760,000

Excluding marketplace fees and additional modules



# HOW DOES THIS WORK

- THE LOAD IS CREATED INSIDE THE PLATFORM.
- THE CARRIER ACCEPT THE FLIGHT DIRECTLY FROM THE SHIPPER.
- THE DRIVER PERFORMS THE FLIGHT USING A CERTIFIED DEVICE .

## REAL-TIME SYSTEM:

- CONTROLS THE ROUTE AND TIME.
- CHECKS HOS AND SAFETY.
- RECORD THE FACT OF EXECUTION.
- INITIATES PAYMENT.
- FLIGHT OUTSIDE THE SYSTEM CANNOT BE COMPLETED.

# WHY THIS CANNOT BE COPIED

- This is not an idea or an interface.
- It is an architecture designed at the execution level.

- Any attempt at repetition leads to a patent conflict.
- Result: reproduction of the architecture is impossible.

- The logic of flight execution as a system is patented.
- Patented solutions that did not previously exist on the market.
- Even future elements are already included in the patent application.

# CONNECTING PARTICIPANTS

## SHIPPER:

- WEB INTERFACE OR API
- INTEGRATION WITH TMS OR STANDALONE
- CONTROL OF EXECUTION AND PAYMENT

## CARRIER:

- REGISTRATION AND VERIFICATION
- DIRECT ACCESS TO CARGO

## DRIVER:

- CERTIFIED DEVICE
- WORK IN THE NORMAL MODE
- CONNECTION SIMPLIFIES THE CHAIN, NOT COMPLICATES IT.

