

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

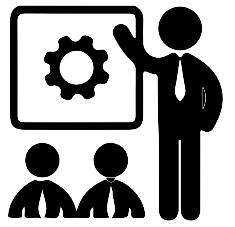
THE BROKER LAYER IS STRUCTURALLY SECURED

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



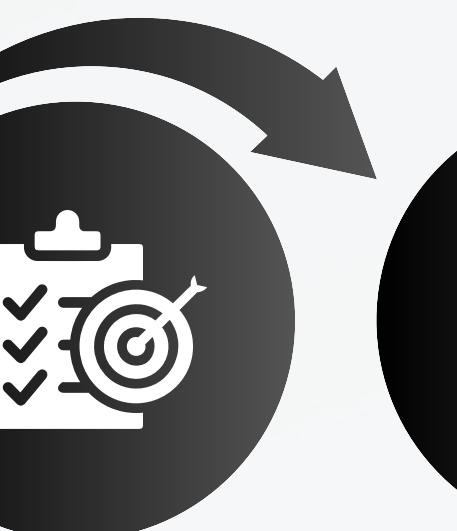
WHY ARE SHIPPERS PROMOTING THIS?

\$700,000–\$1,700,000

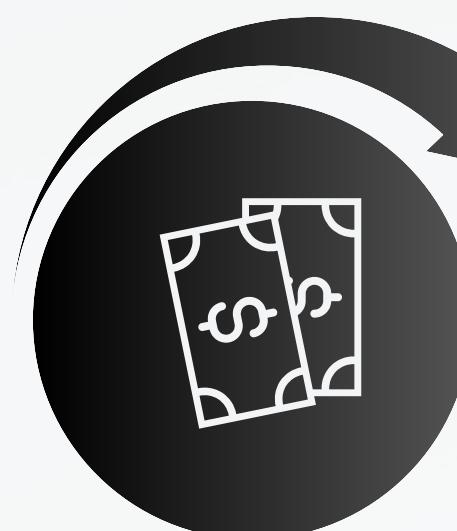
savings per shipper per year



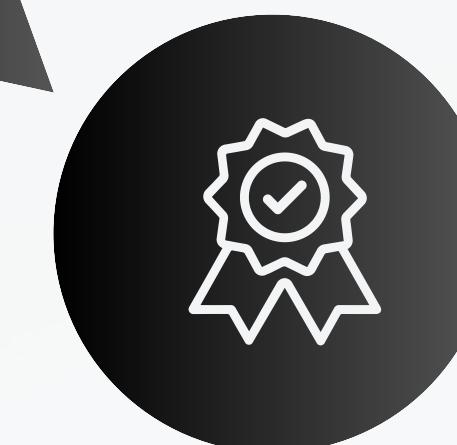
Elimination of
brokerage margin



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



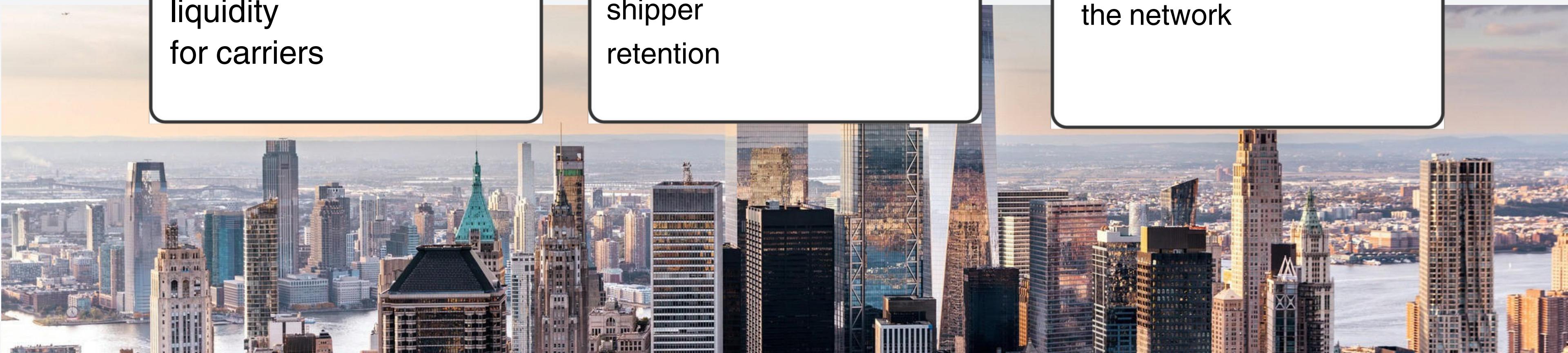
Each shipper
increases
liquidity
for carriers



Each carrier
increases
shipper
retention



Enforcement
strengthens
the network





SCALE ECONOMY

CONSERVATIVE CALCULATION: SUBSCRIPTION ONLY \$180 / TRUCK

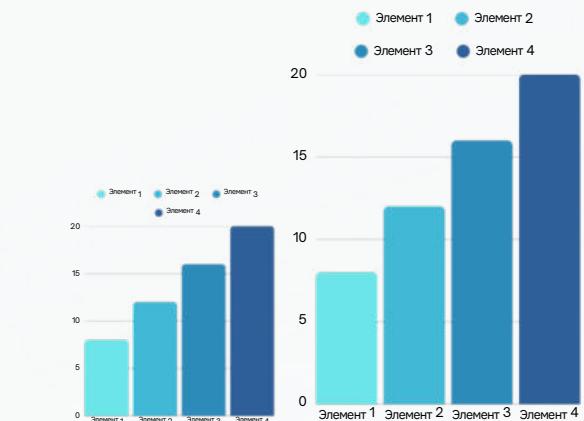
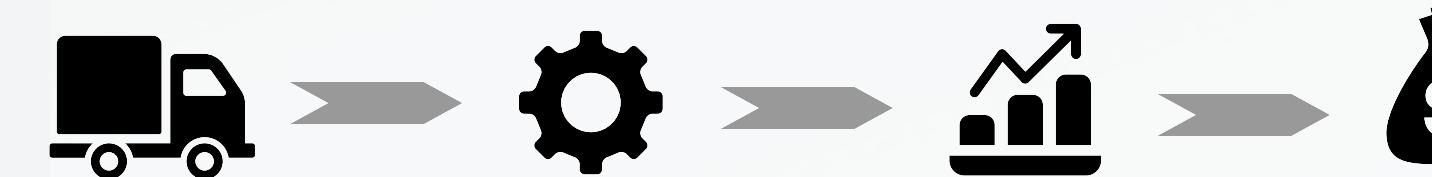
MARKET PENETRATION SCENARIOS

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

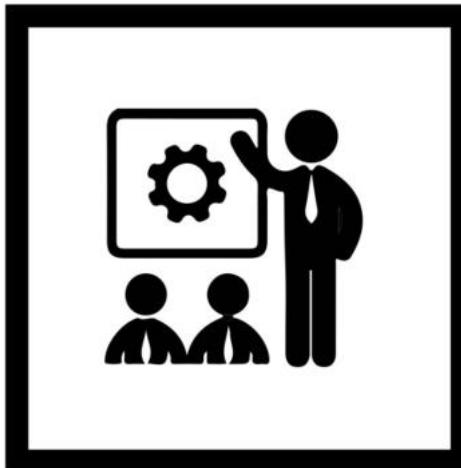


Upside from fees, AI modules, and services is not taken into account



INCOME MODEL. SUBSCRIPTION

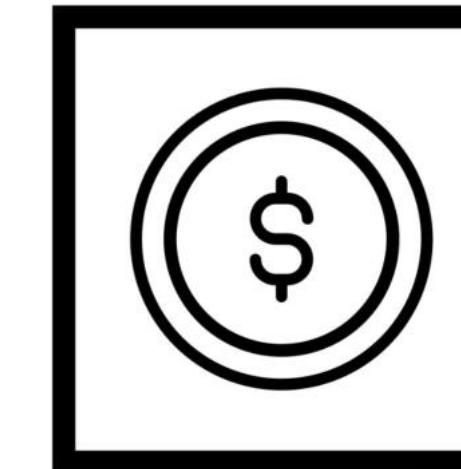
ALIGNED WITH THE VALUE CREATED



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.

