

WHITE PAPER

How a Modern Trucking Industry Creates New Opportunities And More Money for Large Fleet Owners

FLEET OWNERS EDITION

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Abstract

Long-haul trucking is a zero-sum game between large trucking companies and the larger shippers—producers, wholesalers, and retailers. But the game is rigged to subjugate trucking companies and take from them price-control. The market is fragmented, the industry is plagued with problems that no one can solve—like the driver shortage—and its forty year old system of moving freight is unable to capture the full benefits of blockchain technology, electric trucks, and driverless vehicles. In truth, trucking companies are powerless to affect real change. An opportunity exists to reform and modernize the U.S. trucking industry, starting with the full truckload (FTL) freight shipment segment. This white paper proposes a joint venture between long-haul truck drivers (LHTDs) and the best of the biggest fleet owners in North America. That together they operate an asset-based third-party logistics firm to permanently end the driver shortage in ninety days, deliver Blockchain and String Rail technologies to freight transportation in five years, and reduce the truck owner population by sixty-five percent in fifteen years to restore equity and balance to the industry. At no cost to fleet owners and LHTDs.

1. Hidden History

There is a war being waged on our highways. A battle to control the cost and flow of interstate freight. It began in the late 1920s when wealthy capitalists and railroad investors started to lose money to the burgeoning trucking industry. In 1935 they declared war, paying experts and academia to influence politicians – ensuring Acts of Congress were drafted to their advantage. These acts changed the landscape of trucking forever and still impedes trucking companies that transport FTL freight today.

The Motor Carrier Act of 1935 outlawed competition, suppressing growth, and heavily affecting the revenue of trucking companies while benefiting the railroad companies. The act further constrained truck owners by forcing them to fix prices in blatant violation of Antitrust laws. Having forced trucking companies into operating unlawfully, the Reed-Bulwinkle Act of 1948 backtracked by exempting them from prosecution while leaving the most crippling constraints intact. Trucking companies suffered yet another blow when the Motor Carrier Regulatory Reform and Modernization Act (MCA) of 1980 virtually incited excessive competition, lowering the price to the great advantage of the same wealthy capitalists who had exited the railroads and were now heavily investing in manufacturing and retail trade. Within a few years of its passage, the MCA of 1980 had achieved its goal, which was to force a change in market structure from a Monopoly (good for trucking companies) to Perfect Competition (good for shippers).

2. Elephant in the Room

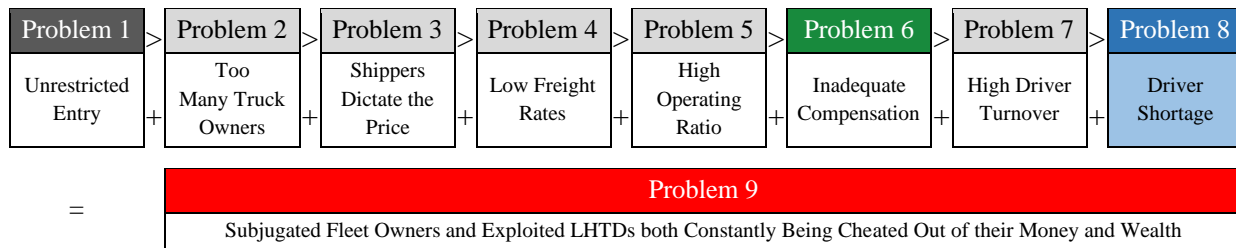
Long haul trucking is a virtual mountain of gold *ineffectively* being mined. What makes the proverbial *mining of gold* so interesting is that the mountain is owned by the larger shippers. The more gold trucking companies take, the less gold the larger shippers keep. It's a zero-sum game. And because of that, the larger shippers created a 'virtual elephant' to impede the productivity of trucking companies to mine gold. Because they do NOT play fair, and they play to win. The elephant is an oversaturated market, which means there are too many truck owners. Four hundred and sixty-five thousand too many. They compete for their share of gold and nothing they do benefits the industry first. Not removing the elephant is a mistake and the cost to larger fleet owners is hundreds of billions of dollars in forfeited wealth, since 1980.

The elephant is the reason why larger shippers have carte blanche when it comes to setting the terms of service, like unreasonable delays in loading and unloading; charging penalty fees for arriving late; and paying nominal amounts in detention pay, at best, IF at all. It's the reason why middlemen (freight brokers and market-makers) are so prolific and why they bow-down to the larger shippers. It's why freight prices and rates will never reach the level trucking companies want. And why the only real growth for trucking companies is to buy other companies, which is risky and expensive. But most of all, the elephant is the reason why fleet owners are cheated out of billions of dollars every year. And why LHTDs are exploited for their time and labor, and stripped of their wealth while giving twenty years [of their life] more than is necessary for a worse outcome. The elephant is a wealth-eater, and it has got to go.

3. Driver Shortage

Long haul trucking is in a real crisis. A shortage of LHTDs is holding the supply chain hostage and threatening to destabilize the U.S. economy. But the problem is not the driver shortage itself or that it continues to grow worse; the problem is that trucking companies are unable to end it. They cannot even contain it. And after more than forty years, no one has been able to find the root cause, until now.

The root cause is a series of cascading problems. Each one giving rise to the next. They include:



[Problem 1:] The MCA of 1980 removed ALL federal barriers-to-entry. [Problem 2:] Hundreds of thousands of unsophisticated trucking entrepreneurs flooded the market. [Problem 3:] A new set of market conditions [characteristic of Perfect Competition] were created and the right of a trucking company to dictate its own price was stolen once again. Only this time, it was held by the market. [Problem 4:] The change in market structure guarantees low prices and the lowest rates to the larger shippers. [Problem 5:] Low rates mean less revenue and less money to operate. [Problem 6:] Less money to operate means less compensation for drivers. [Problem 7:] Less compensation makes it easy to quit. [Problem 8:] An extreme job and inadequate compensation create an abundance of disappointed and disgruntled drivers who are unwilling to return. [Problem 9:] All eight problems combined is a whole new problem. The only way to solve any one problem—and stop the subjugation—is to solve ALL eight problems at the same time.

Consider the most popular ideas attempted: Employee Stock Ownership (ESOP) to tout 100% employee-owned. Hire foreign immigrants knowing that the shortage of truck drivers is widespread across Europe, reaching 80,000 in Germany, and 400,000 across the whole EU. Lower the legal age limit for driving across state lines. None of these ideas aim to solve ALL eight problems listed above.

4. Joint Venture

Our solution is to: (a) deploy a decentralized blockchain network with payment processing, smart contracts, and geospatial management technology to match, manage, and move freight in real-time; (b) incentivize the best of the biggest fleet owners in North America to form an Alliance that works in partnership with ambitious LHTDs to consolidate the market, modernize the industry, and restore price control to large trucking companies; (c) operate an asset-based third-party logistics (3PL) firm to compel smaller trucking companies to exit the market by taking their drivers and any future earning opportunities; (d) circulate the native coin of the Blockchain [as a deflationary digital currency] among trucking and shipping companies to use their trade value to create *new money* to acquire trucks, trailers, equipment, land and buildings, and pay other capital costs required to modernize the industry; (e) give ALL of the profit from the trucks of the 3PL to LHTDs who work for Alliance companies; (f) establish a centralized digital currency exchange (CEX) to convert popular currencies; (g) turn active trucks and autonomous string rail vehicles into virtual Nodes on the Blockchain to distribute tokenized earnings; (h) command a national sales and marketing team to recruit LHTDs and secure freight; (i) employ a nationally accredited training program [for long and short-haul truck drivers] to standardize the training to safely operate a commercial motor vehicle; (j) provide continuing interactive virtual training online for LHTDs to assist them in attaining prosperity; (k) build and operate a modern infrastructure for moving freight [via roadway and string rail] in parallel to the existing forty year old system; and (l) advocate greater safety on public roadways with regulations that set permissible speed limits based on a drivers' rank and level of training.

5. Money

Long haul trucking generates upward of \$340 billion in gross annual revenue. Figure 1.0 below illustrates how the total net annual earnings from this segment is distributed among the four groups of truck owners:

- A. Independent owner operators share 9.2 percent
- B. Small companies [with 1 to 6 trucks] share 69.7 percent
- C. Medium-size companies [with 7 to 20 trucks] share 6.3 percent
- D. Large companies [with over 21 trucks] share 14.8 percent

Total Net Earnings for the FTL for-hire Freight Segment

Figure 1.0: Distributed Net Earnings

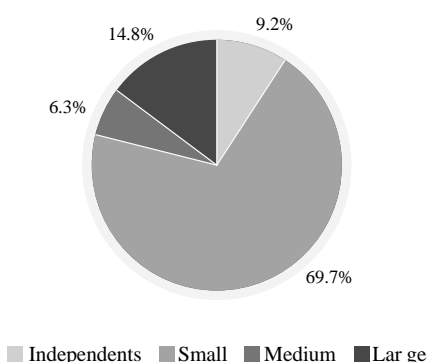
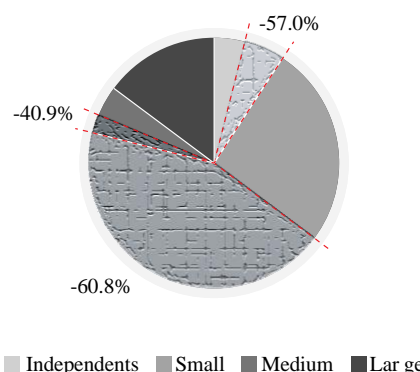


Figure 1.1: Net Earnings Taken from Smaller Companies



There is ample money in the existing system to pay LHTDs what they deserve. Upward of \$10.8 billion every year after fifteen years. Our strategy to capture this money is to take it from smaller trucking companies by compelling them to exit the market. By doing so, Alliance members effectively find ‘new money’ outside their existing [cash-flow] system, which we contend is money far better served sitting in the pockets of LHTDs than in the bank accounts of poorly-operated trucking companies.

Figure 1.1 above identifies the source of this newly found money. Figure 2.0 below illustrates the change and redistribution. Figure 2.1 below shows the portion LHTDs share:

Redistributed Net Earnings for the FTL for-hire Freight Segment

Figure 2.0: Redistributed Net Earnings

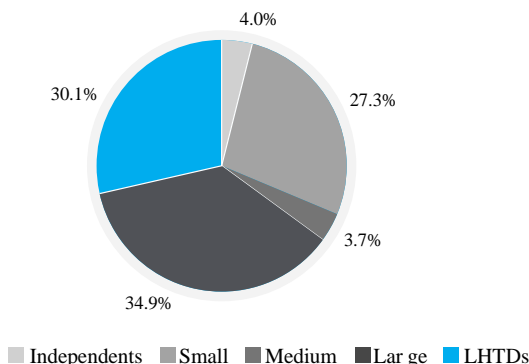
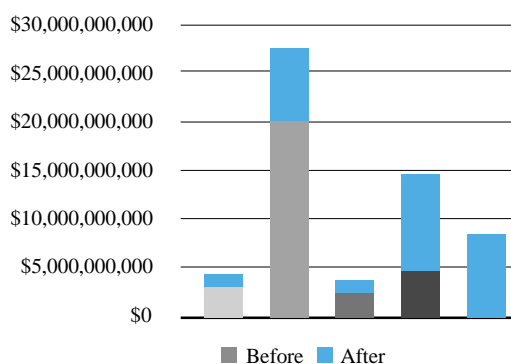


Figure 2.1: Net Earnings - Before and After



The paradigm shift that every Alliance member must make is to accept the idea that giving ALL of the captured net earnings—upward of \$10.8 billion—to their drivers is not a loss or step backward. Because they never had the money to begin with. Eighty-five percent of the revenue generated will never reach their bank accounts, therefore the trade-off is actually a trade-up.

The table below reveals an aggressive fifteen year asset acquisition strategy and how it captures \$10.8 billion in net earnings for LHTDs:

| Yr | Growth Plan of Trucks | | | | Gross Revenue | | Net | Distributed to LHTDs | |
|----|-----------------------|---------|---------|----------|-----------------|-----------------|----------------|----------------------|----------------|
| | Native | Clones | Total | Alliance | Alliance + 3PL | 3PL | 3PL | Tokenized | Securitized |
| 1 | 100 | | 100 | 1,000 | \$350,000,000 | \$31,818,182 | \$2,545,455 | \$560,000 | 1,985,455 |
| 2 | 300 | 142 | 442 | 3,000 | 1,095,086,364 | 140,540,909 | 11,243,273 | 2,473,520 | 8,769,753 |
| 3 | 600 | 708 | 1,308 | 6,000 | 2,325,400,000 | 416,309,091 | 33,304,727 | 7,327,040 | 25,977,687 |
| 4 | 1,100 | 2,175 | 3,275 | 11,000 | 4,542,077,273 | 1,042,077,273 | 83,366,182 | 18,340,560 | 65,025,622 |
| 5 | 2,200 | 5,184 | 7,384 | 22,000 | 9,349,295,455 | 2,349,295,455 | 187,943,636 | 41,347,600 | 146,596,036 |
| 6 | 3,600 | 11,084 | 14,684 | 36,000 | 16,126,631,818 | 4,672,086,364 | 373,766,909 | 82,228,720 | 291,538,189 |
| 7 | 5,800 | 21,559 | 27,359 | 58,000 | 27,159,618,182 | 8,705,072,727 | 696,405,818 | 153,209,280 | 543,196,538 |
| 8 | 9,100 | 39,367 | 48,467 | 91,000 | 44,375,990,909 | 15,421,445,455 | 1,233,715,636 | 271,417,440 | 962,298,196 |
| 9 | 13,500 | 67,926 | 81,426 | 135,000 | 68,862,850,000 | 25,908,304,545 | 2,072,664,364 | 455,986,160 | 1,616,678,204 |
| 10 | 19,200 | 111,960 | 131,160 | 192,000 | 102,823,572,727 | 41,732,663,636 | 3,338,613,091 | 734,494,880 | 2,604,118,211 |
| 11 | 29,000 | 177,177 | 206,177 | 290,000 | 157,874,468,182 | 65,601,740,909 | 5,248,139,273 | 1,154,590,640 | 4,093,548,633 |
| 12 | | 273,612 | 273,612 | 290,000 | 179,330,963,636 | 87,058,236,364 | 6,964,658,909 | 1,532,224,960 | 5,432,433,949 |
| 13 | | 354,857 | 354,857 | 290,000 | 205,181,772,727 | 112,909,045,455 | 9,032,723,636 | 1,987,199,200 | 7,045,524,436 |
| 14 | | 415,250 | 415,250 | 290,000 | 224,397,727,273 | 132,125,000,000 | 10,570,000,000 | 2,325,400,000 | 8,244,600,000 |
| 15 | | 422,500 | 422,500 | 290,000 | 226,704,545,455 | 134,431,818,812 | 10,754,545,455 | 2,366,000,000 | 8,388,545,455 |
| | 84,500 | | 422,500 | 290,000 | | | 50,603,636,364 | 11,132,800,000 | 39,470,836,364 |

Trucks are purchased in batches of five to form small truck-fleets of five. One [native] truck plus four additional [clone] trucks. At an acquisition ratio of one *native* truck for every ten Alliance member trucks. Native trucks are purchased using cash or its equivalent. Clone trucks are purchased one at a time, in succession, using debt plus the accumulated profit of preexisting trucks. With a debt-to-cash ratio up to fifty percent. All [net] earnings are distributed as a tradable security or *reward* for work product.

6. Synergy

The novelty of our solution is the cooperation of fleet owners and LHTDs who combine their respective strengths to achieve something that they could never do alone: Reduce the truck owner population by at least sixty-five percent in fifteen years to force another fundamental change in market structure. From Perfect Competition (good for shippers) to an Oligopoly (good for trucking companies). And best of all, NO more wealth-eating elephant.

The only way to achieve this level of cooperation is to align the corporate mission of fleet owners with the career mission of their drivers. For fleet owners, it means another paradigm shift. From working for the good of the shareholder, the customer, the industry, and more, to working *primarily* to retire their drivers in twelve years. For LHTDs, consolidating their dreams and aspirations into a single focus: to retire from driving after twelve years of loyal service, with an income that never ends. The benefit to fleet owners is rapid and healthy organic growth, up to three times their current size, and the option of new income streams. Eight percent growth yearly for ten years. The ability to attract the best drivers in the industry. Cut their turnover in half every year for three consecutive years. End their driver shortage permanently in ninety

days. Improve operational proficiencies and safety. Raise the minimum quality benchmark for new driver entrants and overall driver quality. And reduce administration costs.

7. Prosperity

Prosperity is broadly defined as a state or condition of flourishing, or thriving, especially in financial respects; good fortune. We define it as the moment when a LHTD has achieved six very specific events in his or her lifetime. All measured in the same moment. They include:

- A. Retire from driving, permanently
- B. Owns the family home unencumbered
- C. Earns a passive income that meets every need of the household
- D. Lives debt-free and financially secure or is actively engaged in accumulating wealth
- E. Has at least six months' worth of emergency money available at any time; and
- F. Has accumulated six figures in retirement savings before retiring.

Our solution is built around the precept that every LHTD is given knowledge, opportunity, a personalized action plan, productivity tools, and support to **attain prosperity**—as we define it—in twelve years. The only qualifying condition is that they drive for an Alliance member. The strategy we propose to self-fund prosperity is simple: Establish a 3PL firm. Own warehouses in every major city. Run thousands of trucks one truck to every ten trucks of Alliance members. Take the drivers from competing companies and give them ALL of the profit from the trucks of the 3PL. The effect is a virtual retirement program with enough appeal to end the driver shortage in ninety days, attract the best drivers in the industry, stop thousands from quitting, and convince thousands more who did quit, to return.

8. Blockchain Technology

Blockchain technology is a new class of intelligent computing. An ingenious *system* that connects the digital world to the real world by performing important tasks that only humans can do. Faster, cheaper, and more efficiently. It's the most important invention since the internet itself and it has the potential to make the world a more level playing field for everyone. This ingenious technology which enables the existence of a digital currency—an electronic payment system based on cryptographic proof instead of trust—was created by Satoshi Nakamoto to replace the inherent weaknesses of a life system that entrusts intermediaries, and its related cost, with a *trustless* system. Today, this trustless system offers trucking and shipping companies the power to match, manage, and move FTL freight better than any other system. For long haul trucking, that means a new national standard for electronic data interchange; sharing documents without having to authenticate them; trustless monitoring and tracking of assets and freight in real-time; cut administration costs, an end to payment and dispute resolutions, and eliminate intermediaries; and facilitate same-day and next-day delivery and the final settlement of trade using its native coin.

However, there is one problem. Nobody can deliver a legitimate trustless system to the FTL freight segment. Because the industry needs reforming and modernizing first. And because it is deliberately fragmented, corrupted by wealthy capitalists, rigged to favor the larger shippers at the expense of large fleet owners and LHTDs, manipulated and exploited by middlemen to profit themselves, and plagued with a plethora of costly problems that no one can solve.

The table below lists the top ten problems and the key contributors whom they affect:

| # | Carriers | Drivers | Industry | Shippers | Spouse |
|----|--------------------------|----------------------------|----------------------------|------------------------|------------------------|
| 1 | Disloyal drivers | Cheated out of money | Archaic systems | Dishonest companies | Anxious |
| 2 | High driver turnover | Deprived of income | Cultural disintegration | Disrespectful drivers | Disappointed |
| 3 | High operating ratio | Enslaved to debt | Distracted driving | Not enough trucks | Frustrated |
| 4 | High opportunity cost | Exploited for time & labor | Inefficient and wasteful | NO visibility | Limited intimacy |
| 5 | Low driver quality ratio | High opportunity cost | Market sets the price | Poorly trained drivers | Lonely |
| 6 | Low freight rates | Limited knowledge | Needless middlemen | Unreliable service | Nominal savings |
| 7 | NO organic growth | NO on-duty pay | Obsolescent infrastructure | | Uncertain about future |
| 8 | Poor driver training | NO retirement plans | Poor public image | | |
| 9 | Shortage of drivers | Poor money management | Too many truck owners | | |
| 10 | Underpaid truck drivers | Undertrained | Unrestricted entry | | |

9. Electronic Coin

A trustless system (Blockchain) has essentially three components: a network, a protocol, and an electronic coin. Each part has a different function. All three are needed to achieve a result. Ever since the launch of Bitcoin in 2009, the terms *blockchain* and *digital currency* have been used interchangeably. However, they don't mean the same thing. The term blockchain refers loosely to the capability of the system (network) to perform work, and rules (protocol) that dictate how that work is performed. The term digital currency refers to the means (electronic coin) used to actually produce work.

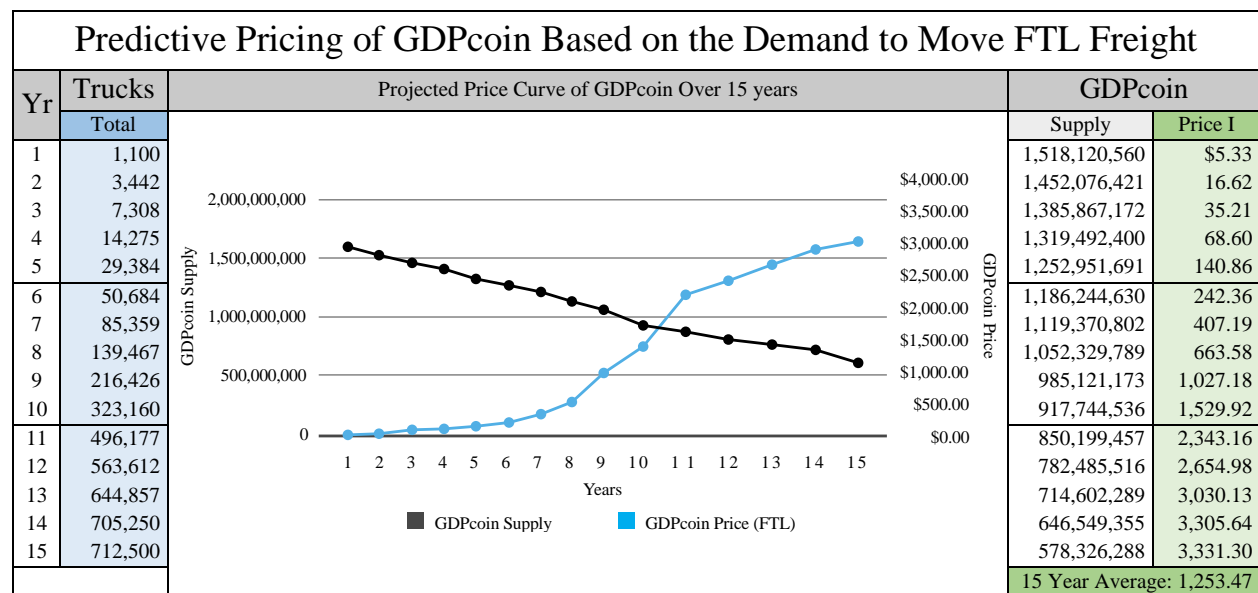
IF blockchain technology was a truck, its network would be the chassis, cab, axles, suspension, brakes and road wheels; its protocol would be the engine and drivetrain, and pneumatic, hydraulic, water and electrical systems, and ECM; and its electronic coin would be the diesel, DEF, and essential fluids. The genius of Satoshi Nakamoto was to make his trustless system *self-sustainable*. He did this by giving his electronic coin (Bitcoin) a dual purpose. As part of an electronic payment system, its first purpose is to function as a medium-of-exchange, which is offered as a lawful alternative to government-issued currency in the form of digital money – otherwise known as digital currency. Its second purpose is to function as a reward or compensation to those who do the critical work (mining or staking) of validating a transaction before it is recorded on an immutable ledger. His idea is brilliant. But his implementation was inadequate. The value of his electronic coin relies on public sentiment and their perception of what the 'work performed' is worth. It means his electronic coin has NO intrinsic value outside the digital world. This is why digital currencies are highly volatile and unpredictable. However, the exception to this rule is when a trustless system is directly connected to the revenue of an industry, like the U.S. trucking industry.

10. GDPcoin

GDPcoin is the official name of the electronic [native] coin of the only trustless system deployed to match, manage, and move FTL freight in North America. The term **GDP** is an initialism for the phrase *Gross Domestic Product*, of which seventy percent is consumer spending [the total money spent on final goods and services by individuals and households for personal use and enjoyment in an economy]. We propose connecting the decentralized world of digital currency to the real world of industry and its enormous revenue, by incentivizing Alliance members and other trucking companies like them to accept GDPcoin [or stable derivative] as the preferred method of payment for moving freight. And consumers to use GDPcoin as a method-of-payment to purchase goods and services. Consumers pay retailers and retailers, wholesalers, and producers (shipping companies) pay trucking companies. Without the need for a digital currency exchange but with the option to use one IF or when necessary.

We accomplish the very thing that Satoshi Nakamoto failed to do with Bitcoin, which is to replace the inherent weakness of a payment system that entrusts intermediaries with a trustless system. The result is monumental. In effect, GDPcoin earns the inherent right to use the actual cost attributed to moving freight to calculate objectively its [intrinsic] asset value and price. Public sentiment, extraordinary marketing, and bull or bear markets are neither relevant or even necessary. What is relevant is a growing demand to move freight created by small trucking companies that exit the market, and the response of Alliance members and the 3PL firm they control, to meet this new demand with more trucks to gain new customers and a larger market share to drive the *perpetual* appreciation of GDPcoin.

The table below, illustrates how the response of Alliance members and the 3PL firm to meet the demand to move freight directly effects the price of GDPcoin, causing it to appreciate. More customers mean more circulation (less supply) and more purchasing power (higher prices):



Unlike Bitcoin, and every other native coin and near carbon-copy in circulation today, GDPcoin has intrinsic value *outside* the digital world. Because of that, it has the capability to appreciate as Alliance members grow and move more freight, and as more people embrace it as a unit-of-measure, a medium-of-exchange, and a store-of-value. And because of that, it is uniquely *fixed* to **consumer spending**, making it incorruptible and relatively predictable, with stable pricing and low volatility. And the ideal choice as the native coin of the internet and stable utility for the following consumer markets:

- A. Twenty major U.S. industries. Value is **\$17.3 trillion**
- B. High net worth individuals. Value is **\$80 trillion**
- C. Institutional investors. Value is **\$164 trillion**
- D. Remittance market worth **\$600 billion**
- E. Top twenty developed countries. Value is **\$39.3 trillion**
- F. Economic settlement network. Value is **\$15.2 trillion**

Every consumer from any consumer market can benefit from using GDPcoin [or stable derivative] to facilitate trade. For us, the benefit of greater adoption and circulation is monetizing the repeat trade value between trucking and shipping companies to pay for the modernization of long haul trucking.

11. Blockchain [truck] Node

Also known as a Network Stakeholder or Miner, a blockchain node is one of many interconnected web of computers or persons who use an authorized device and specialty software [with a *unique* key] to keep track of the Blockchain and serve as communication hubs for various network tasks. The primary job of a blockchain node is to confirm the legality of each subsequent batch of network transactions, known as blocks. What makes this venture unique is that we turn every 3PL truck into a virtual blockchain node. This means when the truck is moving it is also performing the essential work of a blockchain node. We have made it possible for [individuals or] persons to profit from this essential work by purchasing our specialty software with a unique key to gain access and use-rights to the blockchain node. We issue up to one hundred unique keys [node licenses] for every one blockchain [truck] node. Prices can vary.

12. GDPmile

GDPmile™ is a digital token issued as a reward to persons [also known as a Network Stakeholder or Miner] who own [a Node License via] our specialty software with a unique key to activate one or many blockchain [truck] nodes to perform the required work. Every time the subject 3PL truck travels four hundred miles, one GDPmile token is allocated. Each day, the total number of miles is tabulated and the prerequisite number of GDPmile tokens are delivered to the wallet of each node license holder. Every quarter, we use 100 percent of the net earnings of subject 3PL truck to purchase GDPmile tokens from the node license holder. In effect, GDPmile is a virtual conveyance of industry wealth to individuals or persons, especially LHTDs and Alliance members. Like GDPcoin, GDPmile connects the decentralized world of digital assets to the real world of industry and its enormous revenue, by turning every 3PL truck into a blockchain node and incentivizing persons to invest in them and the modernization of the trucking industry.

13. Currency Exchange

GDPcoin is a decentralized digital industry currency (DDIC) created as reliable backup to the existing financial system to be used by companies large and small to transact trillions of dollars every year in trade and commerce. Because of this potential high volume demand for liquid assets, we propose that a centralized digital currency exchange (CEX) be established and that it be controlled by four social enterprises each representing the interests of: (a) GDPcoin Founders; (b) Alliance members; (c) LHTDs; and (d) the general population of commercial enterprises to ensure the security of liquid credit, the integrity of the Blockchain, and the health and stability of long haul trucking and the U.S. trucking industry.

Essential services to be offered by the CEX include:

- A. Auto Insurance (Real-time rate adjusting)
- B. Borrow and lend
- C. Buy and sell
- D. Cross-border tokenization
- E. Exchange (Fiat to GDP to Fiat)
- F. Margin trade
- G. Revolving credit line (Secured by GDPcoin)
- H. Securities trade

14. Modernization

The U.S. trucking industry is the most important distribution system on earth. But its poorly-built and shamefully inefficient. Its worth today is \$700 billion as a direct service. But as the principal utility to over twenty major U.S. industries, its worth is closer to \$17.3 trillion. Or \$25.5 trillion to the entire U.S. economy. And IF it had its own digital currency *circulating* internally, its worth would skyrocket to over \$110.4 trillion. Modernizing it would not only solve every problem in the industry today but also enable large fleet owners and LHTDs to literally, turn its intangible value into real money. The approach we propose starts with the alignment of large fleet owners and LHTDs whose goal is to reform, reorganize, and rebuild the FTL freight shipment segment, including its systems and processes, and methods and methodologies. The launch of specialty programs, the acquisition of vehicles and equipment, land and buildings, and the installation of 28,000 miles of pre-stressed string rail [sixty-feet above the ground] alongside the interstate highway system. And an entire rethink of inventory location and management and delivery systems. From Just-in-time (JIT) delivery to Same-Day and Next-day. In such a way that it mirrors the high efficiency and profitability of less-than-truckload (LTL) operators like FEDEX and UPS.

The table below provides a summary breakdown of the various projected capital cost to modernize long haul trucking over fifteen years and the operational parameters required to allow us to use GDPcoin as the mechanism to pay for everything:

| # | Description | Qty | Unit Price | Total Cost | GDPcoin | |
|----------------|-----------------------------|-----------|-------------|------------------|---------------|----------------|
| | | | | | Average Price | Total Required |
| 1 | Charging station | 40.0 | \$5,000,000 | \$200,000,000 | | |
| 2 | Interstate travel plaza | 13.0 | 18,000,000 | 234,000,000 | | |
| 3 | Super Park | 4.0 | 24,000,000 | 96,000,000 | | |
| 4 | Transport trailers | 422,500.0 | \$100,000 | 8,490,000,000 | | |
| 5 | Volvo, Tesla native trucks | 84,500.0 | 400,000 | 25,350,000,000 | | |
| 6 | Warehouse – Fulfillment | 135.0 | 22,000,000 | 2,970,000,000 | | |
| 7 | Warehouse – Trailer staging | 35 | 14,000,000 | 490,000,000 | | |
| Projected Cost | | | | \$37,830,000,000 | \$486.52 | \$77,756,270 |

15. Opportunity

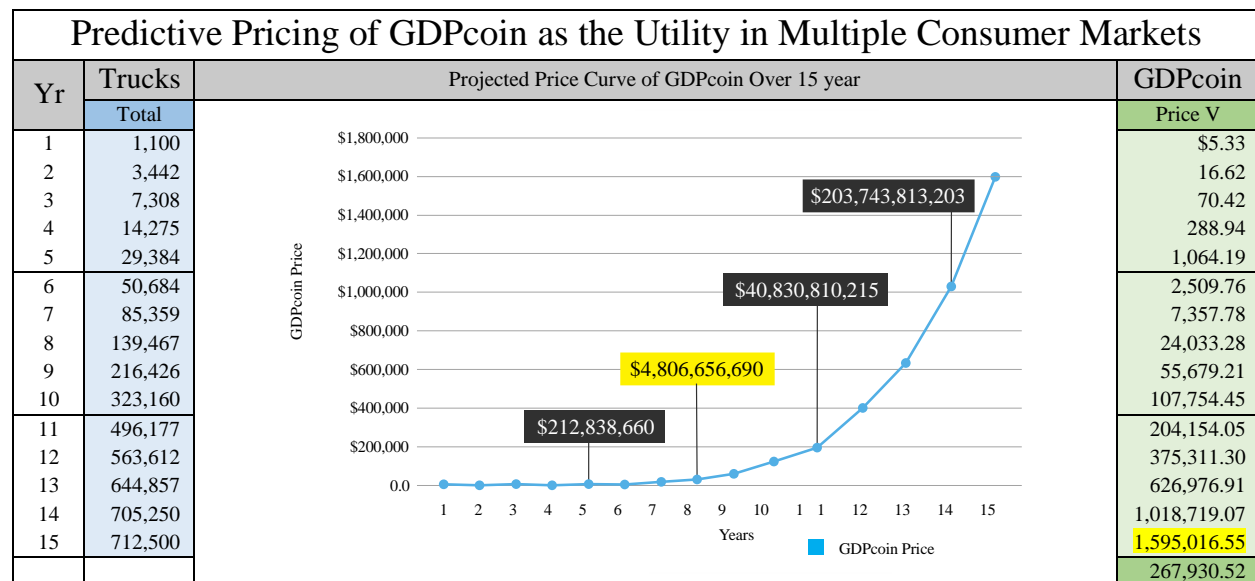
On September 18, 2008, Hank Paulson, the Secretary of the Treasury, and Ben Bernanke, the Chairman of the U.S. Federal Reserve Bank, went to Capitol Hill to tell congressional leaders that if they did not authorize a seven hundred-billion-dollar bailout, the financial system would collapse. For better or worse, the authorization was granted, Wall Street was saved, and a catastrophe was avoided – a disaster that may well have shut down the trucking industry. Three months later, on January 3, 2009, Satoshi Nakamoto mined the starting block—the genesis block—of the Bitcoin blockchain. Inside that block was a text message: “*The Times 03/Jan/2009 Chancellor on brink of second bailout for banks*”. Whatever his reason was, we know now that Satoshi Nakamoto was offering people a way to protect themselves and their money from a financial system that is unsustainable, insolvent, and destined to collapse.

Today, the bigger force at play – larger than a sovereign debt crisis – is the debasement of the currency, which is the consequence of the money-printing Ponzi scheme, and the U.S. Federal Reserve [System] Bank working overtime to balance the economy by balancing liquidity, interest rates, prices, wages, and inflation. Ultimately, delaying the inevitable.

Our concern is that the next financial crisis will be bigger than the [last] Great Recession. Our interest is to install an alternative payment system using an improved version of Nakamoto's trustless system. A parallel system that works inside the trucking industry and in harmony with government-backed digital currencies. A virtual safety net to prevent the trucking industry from shutting down when the existing financial system eventually collapses.

Your opportunity as a fleet owner is threefold: Align with your closest competitors by becoming an Alliance member, incentivize your customers to settle all agreements with you using GDPcoin, and accept GDPcoin [or stable derivative] when they do so. As a reward, you receive twenty (20) GDPcoin per truck and the right to trade any number or all of them after thirty-six months, which allows you to cash in on **your goodwill** and the actual value as a large transportation company by using your GDPcoin to cash out without having to sell the company. You do not lose one asset nor assume any new legal obligation. And the best part is that you and other Alliance members like you play a leading role in your value and final price. For a trucking company with 10,000 trucks operating in a highly competitive market, finding a serious buyer willing to pay the asking price of **\$4.1 billion**, equating to eight-times EBITDA, is near impossible. However, to the collective of digital currency investors, who in 2021, despite the design flaws and uncertainty, achieved a total trading volume of \$14 trillion for the year, the asking price of \$4.1 billion is not so large because they understand the value of a coin is likely to increase as its total supply decreases.

The table below, illustrates a rapid increase in price of GDPcoin as it finds utility in other consumer markets. From \$5.33 in year one to \$1,595,016.55 by year fifteen. It also lists market value milestones of a trucking company with 10,000 trucks x 20 reward GDPcoin's per truck (200,000) and identifies Year Eight (\$4,806,656,690) as the moment in time it reaches its asking price of \$4.1 billion:



16. Truckonomics

Our vision of the U.S. trucking industry in fifteen years is an amalgamation of the full truckload [private and for-hire] and less-than-truckload segments and the integration of a national track system of

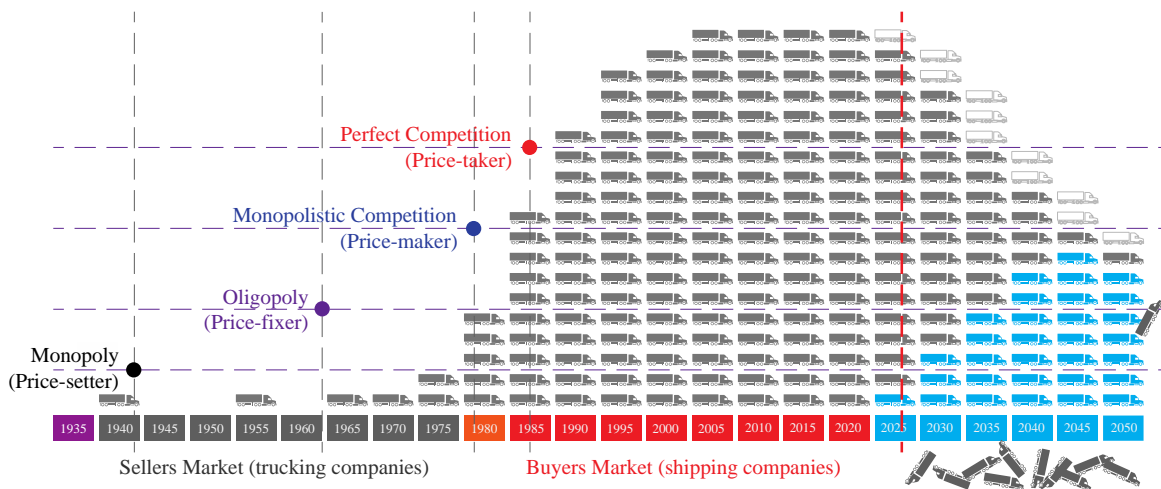
28,000 miles of prestressed string rail operating [sixty feet above the ground] in unison with conventional semi trucks, a modernized industry, and a perfectly blended mix of short and long-haul freight lanes.

Long haul trucking operating as a self-regulated industry with the best of the biggest trucking companies working in partnership with the most qualified and highly-trained LHTDs, delivering a superior service that shippers trust. Fewer than fifty trucking companies with up to eighty-five percent market share. Forty percent of ALL long-haul trucks and 2.8 million autonomous string-rail vehicles distributing 100 percent of their net earnings to LHTDs and hardworking Americans. The dissolution of the national freight broker network. An Oligopoly as the market structure. And restored price control to trucking companies.

Figure 3.0 below, illustrates the growth that followed the removal of federal barriers-to-entry. And our proposed response, which is to reverse and neutralize the effects of 1980 deregulation:

Truck Owner Population Timeline: Past. Present. And Future

Figure 3.0: How the Number of Trucking Companies Dictate the Change in 'Market Structure'



The estimated cost to fleet owners today is **\$175.7 billion per year**. Consider this: IF in 2006, twenty-five of the best of the biggest trucking companies had implemented our solution, and the average gross revenue per truck in 2021 was \$318,182, those twenty-five companies today, would be substantially larger and their combined annual gross income would have been \$175.7 billion more in one year.

The table below, illustrates the change our solution targets. In fifteen years, we expect to see 294,706 fewer truck owners and their loss in ownership of 552,147 trucks:

| Trucking Companies | Truck Owners | | | Number of Trucks | | |
|-------------------------|--------------|---------|-----------|------------------|---------|-----------|
| | Before | After | Change | Before | After | Change |
| Independents | 96,140 | 36,533 | (59,607) | 101,200 | 43,516 | (57,684) |
| Small (1 to 6 trucks) | 364,183 | 131,106 | (233,077) | 766,700 | 300,546 | (466,154) |
| Medium (7 to 20 trucks) | 4,703 | 2,680 | (2,022) | 69,300 | 40,991 | (28,309) |
| Total | 465,025 | 170,319 | (294,706) | 937,200 | 385,053 | (552,147) |

The table below, converts the change above into dollars. The reduction in truck owner population and associated loss in truck ownership amounts to \$175.7 billion in lost annual revenue after fifteen years to the collective group. And ‘new money’ for Alliance members and LHTDs:

| Description | Gross Annual Revenue (000) | | | Net Annual Earnings (000) | | |
|-------------------------|----------------------------|---------------|-----------------|---------------------------|-----------|----------------|
| | Before | After | Change | Before | After | Change |
| Independents | 32,200,000 | 13,846,000 | (18,354,000) | 2,576,000 | 1,107,680 | (1,468,320) |
| Small (1 to 6 trucks) | 243,950,000 | 95,628,400 | (148,321,600) | 19,516,000 | 7,650,272 | (11,865,728) |
| Medium (7 to 20 trucks) | 22,050,000 | 13,042,575 | (9,007,425) | 1,764,000 | 1,043,406 | (720,594) |
| Total | \$298,200,000 | \$122,516,975 | (\$175,683,025) | 23,856,000 | 9,801,358 | (\$12,586,322) |

The table below, shows the loss of 552,147 trucks by smaller trucking companies and proportionate gain by Alliance members and the 3PL firm they control. In fifteen years, we expect to see less than 25 alliance members with 290,000 trucks and the 3PL they control with 422,500 trucks:

| Trucking Companies | Truck Owners | | | Number of Trucks | | |
|--------------------|--------------|-------|--------|------------------|---------|-----------|
| | Before | After | Change | Before | After | Change |
| Large (21+ trucks) | 193 | 0 | (168) | 162,800 | 0 | (162,800) |
| Alliance members | 0 | 25 | 25 | 0 | 290,000 | 292,447 |
| 3PL firm | 0 | 1 | 1 | 0 | 422,500 | 422,500 |
| Total | 193 | 26 | (167) | 162,800 | 712,500 | 552,147 |

The table below, converts the change above into dollars. The total gain is \$175.7 billion. Alliance members share \$7.4 billion in net annual earnings and the 3PL firm receives \$10.8 billion.

| Description | Gross Annual Revenue (000) | | | Net Annual Earnings (000) | | |
|--------------------|----------------------------|---------------|---------------|---------------------------|--------------|--------------|
| | Before | After | Change | Before | After | Change |
| Large (21+ trucks) | 51,800,000 | 0 | (51,800,000) | 4,144,000 | 0 | (4,144,000) |
| Alliance members | 0 | 93,051,207 | 93,051,207 | 0 | 7,381,818 | 7,381,818 |
| 3PL firm | 0 | 134,431,818 | 134,431,818 | 0 | 10,754,545 | 10,754,545 |
| Total | \$51,800,000 | \$227,483,025 | \$175,683,025 | \$6,216,000 | \$18,136,364 | \$13,992,364 |

17. Tokenomics

Our vision of a digital currency created for the U.S. trucking industry is a decentralized one with a total supply of 3,960,000,000 native GDPcoin with smart-contract functionality, accepted by trucking companies as their preferred method of payment for moving freight, uniquely fixed to consumer spending, and used to monetize upward of \$700 billion in trade value. Making it incorruptible and relatively predictable, with stable pricing and low volatility. And the ideal choice as the native currency of the internet, the preferred store-of-value for high net worth individuals and institutional investors, and medium of exchange for the remittance market and economic settlement. Our coin allocation schedule is as follows:

- | | |
|---------------------------------------|--|
| A. Alliance members, 396,000,000.0 | G. Liquidity of GDPcoin, 594,000,000.0 |
| B. Capital investments, 198,000,000.0 | H. Marketing, 198,000,000.0 |
| C. Contingency, 49,500,000.0 | I. Open market, 1,584,000,000.0 |
| D. Development, 49,500,000.0 | J. Reward token burning, 198,000,000.0 |
| E. Early adopters, 198,000,000.0 | K. Security and legal, 49,500,000.0 |
| F. Founders of GDPcoin, 396,000,000.0 | L. Team, 49,500,000 |

Supported by the GDP family of financial products and services, both centralized and decentralized.

The table below, lists the key features and attributes of the GDP family of digital coins and tokens and decentralized financial services to be offered:

| Description | Abstract | Features | Total Supply | Legal |
|-------------|--|---|---------------------------|-------|
| GDPCard™ | Digital credit card offering a personal revolving line-of-credit to any person as an alternative to fiat currency and the convenience to ensure card holder retains ownership of their GDPcoin | <ul style="list-style-type: none"> - Medium-of-exchange - NO credit checks - Secured by a GDPcoin - Term is 36 months - Transaction fees apply | Up to USD100,000,000 | NA |
| GDPcoin | Decentralized native coin accepted by trucking companies worldwide as their preferred method of payment for moving freight | <ul style="list-style-type: none"> - Medium-of-exchange - Source-of-capital - Store-of-value - Unit-of-measure | 3,960,000,000 | 1.0 |
| GDPMile™ | Digital token issued as a reward for confirming the legality of each subsequent batch of network transactions, known as blocks, to benefit the trucking industry | <ul style="list-style-type: none"> - Algorithmic (rebase / debase) - Redeemable for USD or a GDPcoin - Medium-of-exchange | Variable | TBD |
| GDPTrade™ | Business credit card offering a business revolving line-of-credit to any legally incorporated person or entity as an alternative to fiat currency and the convenience to ensure card holder retains ownership of their GDPcoin | <ul style="list-style-type: none"> - Medium-of-exchange - NO credit checks - Secured by a GDPcoin - Term is 12 months - Transaction fees apply | Up to USD1,000,000,000 | NA |

18. Launch

Entry into the digital currency marketplace by GDPcoin requires a unique approach because, prior to July 02, 2024, a willing buyer must either be an accredited investor or a licensed producer, wholesaler, or retailer (shipping company) in good standing with the Secretary of State of lawful domicile. The only other way to own GDPcoin is to earn it via reward as a participating member in our loyalty program. As the only digital currency to be directly fixed to the gross revenue of a major U.S. industry—the trucking industry—releasing GDPcoin must be controlled to ensure a smooth transition of its utility across three key groups: trucking and shipping companies and digital currency investors. We propose a three phase release of GDPcoin:

- A. **Presale** scheduled for February 06, 2024
- B. Prelaunch or **soft-launch** scheduled for April 30, 2024
- C. Official **full-launch** scheduled for July 02, 2024

The presale is principally for early-adopters of GDPcoin who establish a market for GDPcoin and participate in the development and integration of essential services and systems inside the ecosystem of GDPcoin. The soft-launch is for Alliance members, trucking companies, and many other commercial enterprises who opt-in to using and accepting GDPcoin as the preferred method of payment for moving freight or goods sold. The official launch is when the full apportionment of GDPcoin is released and offered to the general public through various exchanges and outlets. The total (maximum) supply of three billion nine-hundred and sixty million (3,960,000,000) GDPcoin will be issued after January 06, 2024.

Ten percent of the total [maximum] supply of GDPcoin is apportioned to the Founders of GDPcoin. The remaining fifty percent will contribute to the circulation of GDPcoin and its related products and services. Upon deployment of the GDP blockchain, the following critical events will be transacted:

- A. All temporary GDP digital tokens held by persons will automatically convert to a native GDPcoin
- B. The associated value established by the open market shall carryover to the native GDPcoin
- C. All temporary GDP digital tokens not held will be burned and shall cease

As part of the presale, we propose the implementation of a twelve-week rollout of 396,000,000 GDPcoin for early-adopters. Each new week will start with the release of 33,000,000 new coins to be purchased at a price which automatically adjusts every week. Price shall determine the number of coins purchased.

The table below, identifies the contributing factors that impact the sale of GDPcoin to buyers and the rewards to selling agents from February 06, 2024, to July 08, 2024:

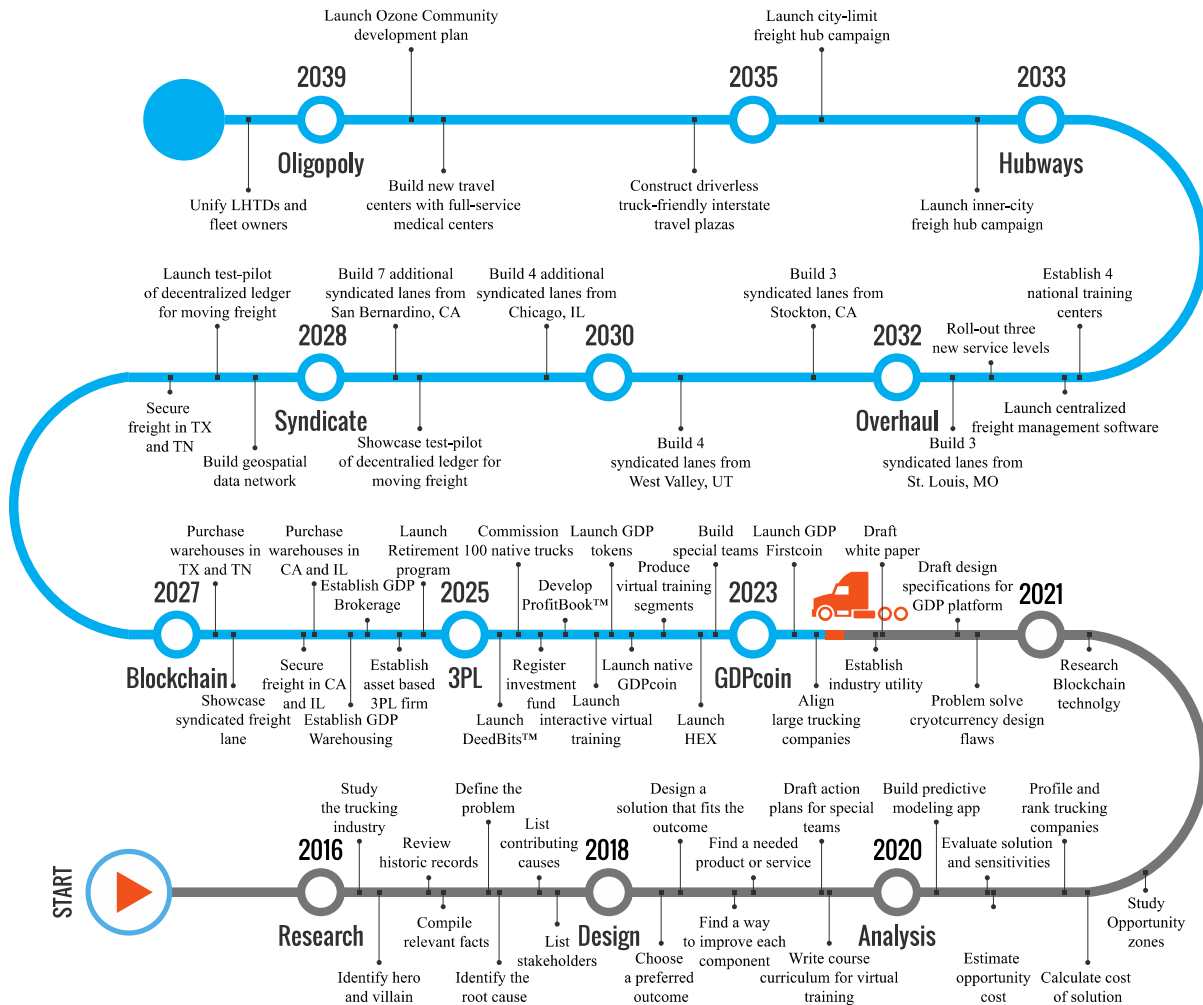
| Controlled Release and Appreciation of GDPcoin | | | | | | | | | |
|--|------|------------------------------|-------------------------------------|-----------|--------|--------------|--------|--------|--------|
| | Week | Time Period | Buy GDPcoin | | | Sell GDPcoin | | | |
| | | | Allocation | Price | Bonus | % of USD | Tier 1 | Tier 2 | Tier 3 |
| PRESALE | 1 | Feb 06, 2024 to Feb 12, 2024 | 16,500,000 | 0.532602 | 5.00% | | | | |
| | 2 | Feb 13, 2024 to Feb 19, 2024 | 16,500,000 | 0.719175 | 7.00% | | | | |
| | 3 | Feb 20, 2024 to Feb 26, 2024 | 16,500,000 | 0.953353 | 9.00% | | | | |
| | 4 | Feb 27, 2024 to Mar 04, 2024 | 16,500,000 | 1.240246 | 11.00% | | | | |
| | 5 | Mar 05, 2024 to Mar 11, 2024 | 16,500,000 | 1.582851 | 13.00% | | | | |
| | 6 | Mar 12, 2024 to Mar 18, 2024 | 16,500,000 | 1.981018 | 15.00% | | | | |
| | 7 | Mar 19, 2024 to Mar 25, 2024 | 16,500,000 | 2.430431 | 17.00% | | 30% | 20% | 10% |
| | 8 | Mar 26, 2024 to Apr 01, 2024 | 16,500,000 | 2.921792 | 19.00% | | | | |
| | 9 | Apr 02, 2024 to Apr 08, 2024 | 16,500,000 | 3.440351 | 21.00% | | | | |
| | 10 | Apr 09, 2024 to Apr 15, 2024 | 16,500,000 | 3.966002 | 23.00% | | | | |
| | 11 | Apr 16, 2024 to Apr 22, 2024 | 16,500,000 | 4.474047 | 26.00% | | | | |
| | 12 | Apr 23, 2024 to Apr 29, 2024 | 16,500,000 | 4.936709 | 30.00% | | | | |
| SOFT-LAUNCH | 13 | Apr 30, 2024 to May 06, 2024 | | 5.326002 | | 3.0% | | | |
| | 14 | May 07, 2024 to May 13, 2024 | | 6.581012 | | 3.0% | | | |
| | 15 | May 14, 2024 to May 20, 2024 | | 7.836022 | | 3.0% | | | |
| | 16 | May 21, 2024 to May 27, 2024 | | 9.091032 | | 3.0% | | | |
| | 17 | May 28, 2024 to Jun 03, 2024 | All unsold GDPcoin from the presale | 10.346042 | | 3.0% | 9% | 6% | 3% |
| | 18 | Jun 04, 2024 to Jun 10, 2024 | | 11.601052 | | 3.0% | | | |
| | 19 | Jun 11, 2024 to Jun 17, 2024 | | 12.856062 | | 3.0% | | | |
| | 20 | Jun 18, 2024 to Jun 24, 2024 | | 14.111072 | | 3.0% | | | |
| | 21 | Jun 25, 2024 to Jul 01, 2024 | | 15.366082 | | 3.0% | | | |
| | 22 | Jul 02, 2024 to Jul 08, 2024 | 66,000,000 | 16.621092 | | | | | |

(See GDPC Restrictions Prior to April 30, 2024 on the Appendix on page 18)

19. Road Map

The idea of an industrial coin accepted worldwide by top industry contributors was born from the knowledge that blockchain technology and a digital currency is the future. But its stability and longevity are determined by its value to the industry. GDPcoin is proof-of-concept that takes long haul trucking from a corrupted industry with a poorly-built distribution system to a state-of-the-art and self-regulated one that benefits every one.

The illustration below provides an accurate timeline of that journey:



20. The Team

We are an exploratory team with decades of experience and an extensive range of core competencies. We are forward of a management team. We understand the history, industry, market and political issues. Our sole purpose is to find a way to put more money in the pockets of LHTDs knowing that they will end the driver shortage, permanently. We have several key objectives: Identify why the truck driver shortage exists, it's root cause and contributing causes, and opportunities and threats. Assess the needs and overall condition of the industry and its connection to other freight segments. Synthesize all relevant data. Devise a viable solution that adds greater value and a strategic plan to implement it efficiently and effectively. And nurture, locate, and build an executive management team to implement the solution proposed in this white paper; and special teams to assist them. They include: an advisory team, direct sales and marketing team, driver development team, investment fund management team, in-house professional support team, and software design and development team.

21. About the Writer

Myron Manuirirangi is a native of New Zealand, an accomplished CEO, and a life-long entrepreneur. His passion is to commercialize solutions that enhance life quality. He was taught the fundamentals of business at age 14 and sold his first business at age 21. He spent twelve years in partnership with the family business before acquiring a one-third interest in a New Zealand mortgage and finance company. He moved to the U.S. in 2001, after transforming the company and creating the Tardus System of Financial Management, a cash management system that directed borrowers to substitute the use of deposit accounts with a revolving line-of-credit. The system helped home and business owners acquire assets and build their net worth by minimizing the interest cost on debt, without disrupting lifestyle or liquidity. He made a comprehensive cash management and predictive modeling software using Web 2.0 at a time when Web 1.0 was the latest technology. After selling the company for several million dollars to a private investment group, he co-founded a private equity investment fund specializing in property tax liens and redeemable deeds and a water treatment research and development firm. There he led a team of twelve physicists and chemical, electrical, design, and waveform engineers to build an electronic water-contaminant targeting device. He later negotiated a service agreement for the technology with the world's largest automotive manufacturer and sale to a wastewater treatment company, earned coveted master service agreements (MSAs) with oil and gas exploration and drilling companies, and founded an oilfield logistics company in North Dakota.

22. Acknowledgements

This white paper is the product of an inspiring team effort that was made possible through the belief that the life of a LHTD is rarely appreciated and never fairly compensated. We thank Myron Manuirirangi for his commitment to spend six years deep-diving the trucking industry from behind the steering wheel of an 18-wheeler truck. For identifying the role and function of each essential part of a machine that moves upward of twelve billion tons of freight every year. Trace their origin, purpose of existence, and the various forces that impacted each. And understand IF and why they were connected to historic public records and official documents of local, state, and federal agencies, and governments. We thank Gregor Respecia for leading a monumental effort to overcome the challenges of '*circular references*' to produce a unique predictive modeling tool. We thank Daniel Donohue and Michael Whipple for their time and talent for challenging ideas and contributing constructive guidance and feedback. And we thank Keenan Manuirirangi, and those in his group for their support and original inspiration for the Global Demancipation Protocol (GDP) eight years ago.



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