



THE DTON NEW ECONOMY INITIATIVE™ • FIRST EDITION

FOUR NEW ECONOMIC SYSTEMS. ONE PROVEN FOUNDATION.

A Nigerian transport founder spent six years proving an ownership model. Now four new economic systems are being built on it. What exists today, what is projected, and what comes next.

THE FOUNDING ARTICLE

THE FOUNDATION

DTON Transport Services™, 2018 to 2023

THE ARCHITECTURE

Four systems, four industries, seven subsidiaries

THE SEQUENCE

Inception, Replication, Expansion, Governance

FOUR-INDUSTRY MARKET, TEN YEARS, BASE CASE (TAM)

\$6.66T

A ceiling, not a forecast. Reachable market (SAM) \$274.9B; obtainable (SOM) \$68.7B; Inception SOM \$3.4M. Every figure is a projection.

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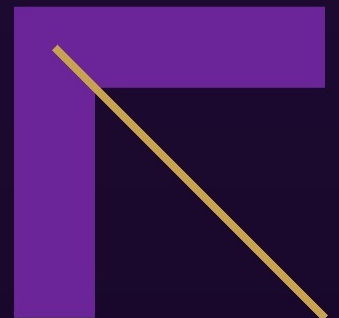
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THE HUMAN TRINITY

The People. The Planet. The Future. Advancing Humanity. Preserving Our Planet.



THE CATEGORY-CREATION MOMENT

Some original work improves an existing market. A few create one. This article describes four new economic systems, and separates what has been proven from what is designed, projected and still untested.

A new asset class, a new kind of institution

There is a category of original work that does not improve an existing market. It creates one. When the New York Stock Exchange opened in 1792, it set the grammar of equity finance that every later exchange would follow. When Amazon Web Services launched in 2006, it created cloud infrastructure as an industry from zero. When Grameen Bank began lending small sums to village women in Bangladesh, it made microfinance an institution. When Congress created the real estate investment trust in 1960, it made property something ordinary people could own a share of.

Each began with a founding institution that wrote the rules, and each looked small on the day it began.

This article is about four new economic systems of that kind, four new industry categories, and a single architecture that brings them together, **The DTON New Economy Initiative™**. To our knowledge, no earlier work combines them. It also does something articles of this kind rarely do. It tells the reader which claims are proven, which are designed, which are projected and which are still untested, because the argument is stronger for it. It is a summary: detailed mechanisms and unit economics are not published here.

\$6.66T TAM: four-industry revenue pool, ten years	\$274.9B SAM: reachable on a cautious adoption ramp	\$68.7B SOM: the share DTON can realistically obtain	\$3.4M Inception SOM: the first 24-month pilot
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Base case, 2026 to 2035. Every figure is a projection.

How to read every claim in this article

PROVEN IN OPERATION DTS™, 2018 to 2023	DESIGNED AND FILED Documented, not yet built at scale	PROJECTED Plan figures, never facts	NOT YET TESTED The work ahead
3,277 assets placed with individual operators	Four economic systems and seven subsidiaries	\$2.52T Group revenue over ten years	A live pilot of 700+ deployed and 850+ listed vehicles
Community-financed hire-purchase model	One patent application filed (VSM), pending	35.5M+ operators and 5,000+ cities at Phase 3	Regulatory treatment of tokenized vehicles
25% reported net investor ROI	Version 1.0 apps live in limited form	72M+ tons of CO ₂ displaced a year at Phase 3	Independent review of the DTS record
Founder-verified, not yet independently audited	Bottom-up market model and plan	Depends on capital, regulation and adoption	Adoption at the levels the plan assumes

Figure 1: How to Read Every Claim

WHY THIS PROBLEM, WHY NOW

Seven challenges converge in the same communities. DTON's premise is that they share one cause and need one architecture.

Seven converging challenges

The challenges are environmental degradation and transport emissions; economic exclusion and the productive-asset ownership gap; urban infrastructure overload; energy poverty and the clean-energy infrastructure gap; the disconnect between education and economic opportunity; workforce skill gaps in the green and digital economy; and the economic disempowerment of informal and gig workers.

The International Labour Organization's *Employment and Social Trends 2026* counts about **2.1 billion workers in informal jobs in 2026**. Many power the transport economy as riders, drivers and delivery operators who earn every day and own nothing. A worker can drive the same vehicle for ten years and never hold the title. Meanwhile 45% of the world's 8.2 billion people now live in cities (UN, *World Urbanization Prospects 2025*), and more than 20 million electric cars were expected to be sold in 2025, over a quarter of all cars sold (IEA, *Global EV Outlook 2025*). The vehicles are arriving. The institutions that would let ordinary operators own them, train for them and charge them are not.

“Clean technology without economic inclusion is not a transition. It replaces one form of exclusion with another.”

THE FOUNDING PREMISE

DTON Group was not built because a market looked large. It was built because its founder saw a structural failure where mobility, finance, education, infrastructure and climate meet, and designed one architecture to address it through market creation and not through charity.

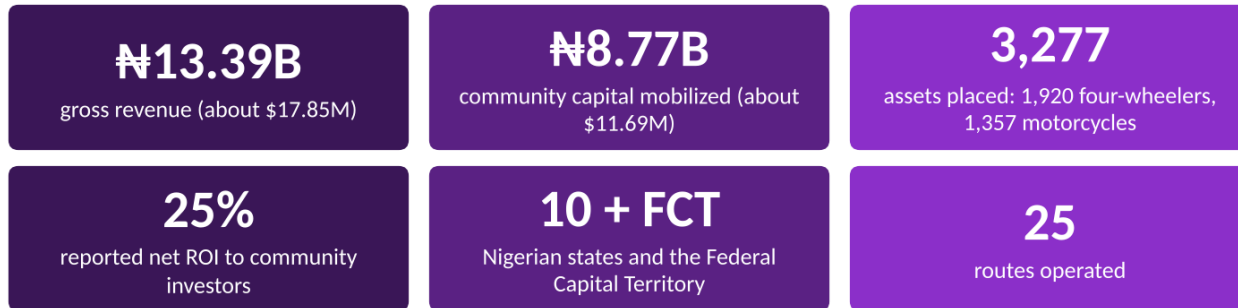
THE FOUNDATION THAT HAS ALREADY BEEN PROVEN

Before the four new systems, one fact. This did not begin as an idea. It began as a business that ran for six years without institutional capital.

The validated foundation

DTON Transport Services™ (DTS™) was a mobility finance business founded by Agharese Darlington Agbonavbare in Nigeria in 2018. It operated through 2023 without institutional capital or a digital payment platform, through a pandemic and one of the most severe macroeconomic crises in Nigeria's modern history. Community investors bought vehicles. Operators drove them and repaid the cost from their earnings under a hire-purchase model. Investors earned a return as operators repaid.

DTON Transport Services™, 2018 to 2023: the founder-verified record



Founder-verified and unaudited. Independent retrospective review is the first workstream of the Catalyst Grant.

Figure 2: The DTON Transport Services™ Record



Figure 3: A DTON Transport Services™ vehicle in D'TON Transport Services livery, from the 2018 to 2023 operating period

What the record shows. Structured access to income-producing assets can work for ordinary operators in a hard market: a multi-state operation across 10 states and the Federal Capital Territory, 25 routes, 3,277 vehicle placements and a reported 25% net return to investors.

What it does not show, yet. The figures are founder-verified and unaudited. They do not by themselves establish that the model transfers to other countries, runs on a digital platform at scale, or meets the regulatory tests of tokenized vehicle finance. That is why the first workstream of DTON's \$1M Catalyst Grant programme is an independent retrospective review of the DTS record, with the findings to be published.

FOUR NEW SYSTEMS, FOUR NEW INDUSTRIES

What DTON is building is not a company that competes inside existing industries. It is the founding institution of four industries that did not exist as formal categories.

Four new systems, four new industries

Four economic systems, four new industries, four governing institutions

ECONOMIC SYSTEM	NEW INDUSTRY	GOVERNING INSTITUTION	WHAT IT CREATES
VSM Economy™	Mobility-as-an-Asset-Class (MAAC)	DTON Vehicle Stock Market™	A capital market for tokenized mobility assets
WEEF Economy™	Training-to-Economic-Freedom (t2EF)	DTON Academy™	A pathway from training to asset ownership
MIOS Economy™	Physical World Operating System (PWOS)	DTON Smart Infrastructure™	Governed smart corridors, hubs and stations
T-a-C Economy™	In-Motion Commerce (IMC)	DTON IMC™	Commerce that happens during movement

Figure 4: Four Systems, Four Industries, Four Institutions

I. The VSM Economy™ and the MAAC Industry. The Vehicle Stock Market™ is designed as a capital market for electric and autonomous vehicles, delivery drones and eVTOL aircraft. A vehicle is divided into Mobility Asset Tokens™ that VSM investors, individual or institutional, can hold from \$10, while the operator who drives it works toward ownership. The mechanism is the subject of a US non-provisional patent application (No. 19/671,498), which is pending and not granted.

\$278.1B TAM	\$15.5B SAM	\$3.9B SOM	\$157.8B DTON plan
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II. The WEEF Economy™ and the t2EF Industry. DTON Academy™ measures education by economic outcome, not by certificates. Tuition is designed not to be paid upfront and not to be debt. The plan projects 35.5 million or more operators deployed at Phase 3.

\$143.0B TAM	\$6.3B SAM	\$1.6B SOM	\$42.0B DTON plan
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III. The MIOS Economy™ and the PWOS Industry. DTON Smart Infrastructure™ is designed to govern the physical environment of a city as one system, in up to 5,000 cities.

\$1.786T TAM	\$68.3B SAM	\$17.1B SOM	\$309.4B DTON plan
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IV. The T-a-C Economy™ and the IMC Industry. DTON IMC™ is designed to make commerce happen during the time people spend in motion, through rides, deliveries and merchant orders on one platform. It is the transaction layer of the other three.

<div>\$4.453T</div> <div>TAM</div>	<div>\$184.8B</div> <div>SAM</div>	<div>\$46.2B</div> <div>SOM</div>	<div>\$1.303T</div> <div>DTON plan</div>
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Three further subsidiaries, DTON Transport Services™, DTON Charge & Swap Station™ and DTON Renewables™, run, power and sustain the fleet. Seven subsidiaries make up the Group.

THE NUMBERS, READ CORRECTLY

This is the part of an article like this where numbers are usually inflated. Here they are separated, because a number that mixes market size with company plan cannot be tested.

The numbers, read correctly

The market is sized from the bottom up. The model multiplies real-world volumes by unit economics. DTON's own revenue plays no part in sizing it. It produces four levels:

- **TAM**, the revenue pool if the whole addressable base were served: **\$6.66 trillion** over ten years (Low \$3.14T, High \$12.31T). A ceiling. Its Year-10 annual run-rate is about \$1.07 trillion.
- **SAM**, the part reachable under a modelled adoption ramp: **\$274.9 billion** (Low \$59.3B, High \$997.1B). Year-10 run-rate about \$88.3 billion.
- **SOM**, the share DTON can realistically obtain, taken as 25% of SAM: **\$68.7 billion** (Low \$8.9B, High \$398.8B).
- **Inception SOM**, the first pilot in Austin and Benin City: 700+ deployed and 850+ listed vehicles, about **\$3.4 million** of external revenue over 24 months and a run-rate of about \$6.6 million a year by Month 24. The Phase 1 SOM, 12+ cities and 30,000+ listed vehicles in years 1 and 2, is about \$1.46 billion.

The complete market funnel: from the foundational universe to what the pilot can obtain first

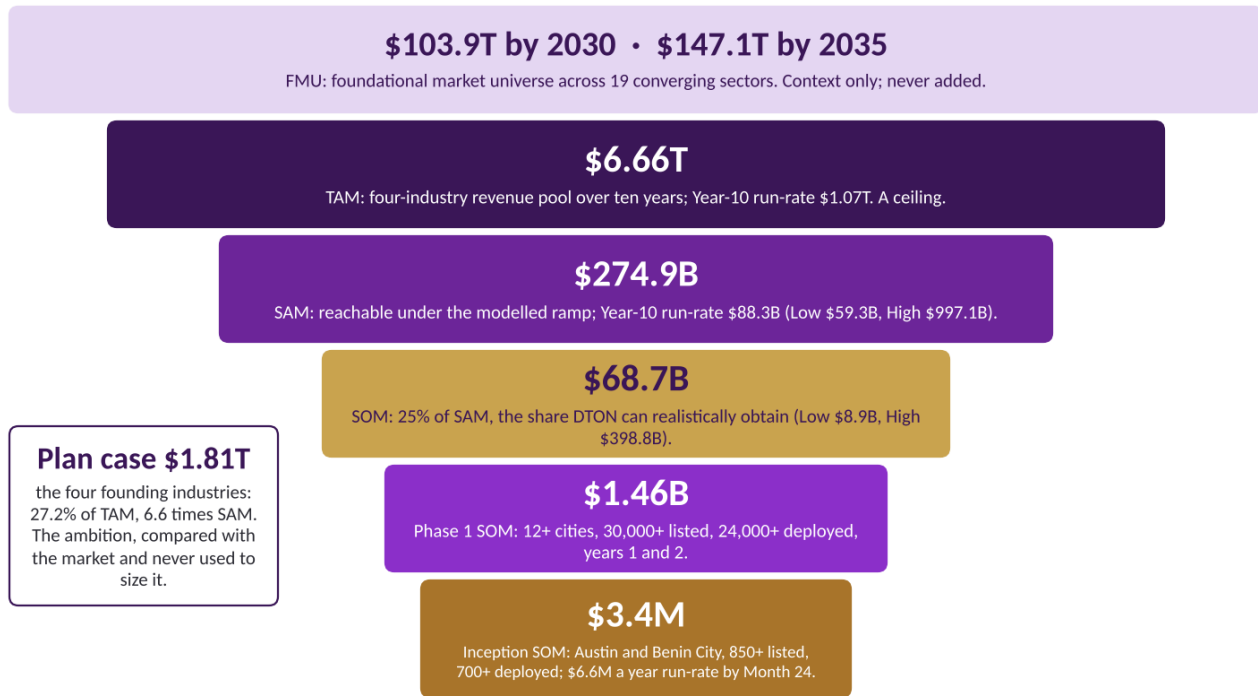


Figure 5: The Complete Market Funnel: FMU, TAM, SAM, SOM, Phase 1 SOM and Inception SOM

DTON's plan is compared with the market, never used to size it. The plan projects **\$2.518 trillion** of Group revenue over ten years. The four founding industries account for \$1.812 trillion of that: 27.2% of the Base TAM and 6.6 times the Base SAM. The plan case needs adoption well above the model's cautious ramp. DTON says so, and shows the SOM beside it. The plan is the ambition. The SOM is the case against which capital should be underwritten.

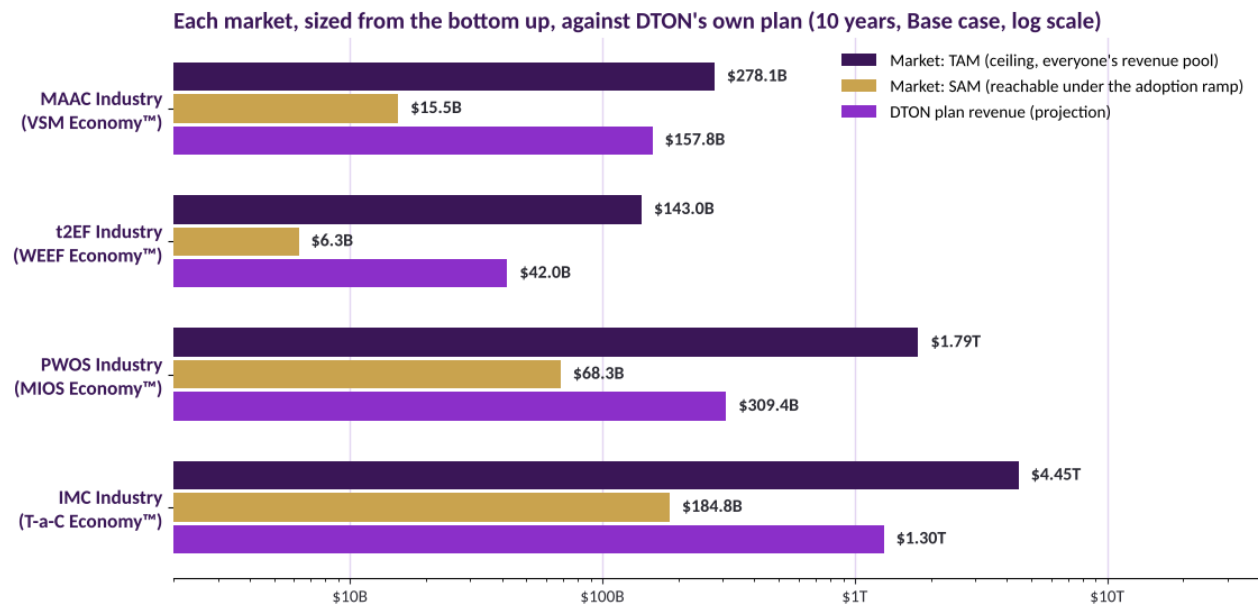


Figure 6: The Four Industries: Market Size and DTON Plan Revenue

A second dimension: assets. Two of the industries are asset classes. By 2035 the model counts a commercial EV asset base of about **\$2.36 trillion**, of which **\$283 billion** is tokenized or asset-linked, and a smart-mobility infrastructure

stock of about **\$2.25 trillion**, of which **\$180 billion** is under a governed operating system. Stock is never added to revenue.

The universe around it. The four industries draw on a foundational market universe of about **\$103.9 trillion by 2030** and **\$147.1 trillion by 2035**. That is context, not part of the addressable market.

ONE TRIP, FOUR INDUSTRIES

Remove any one of the four industries and the value of the others falls. Keep all four running and every trip compounds.

One trip, four industries

Consider one completed trip by one electric vehicle operator in Lagos.

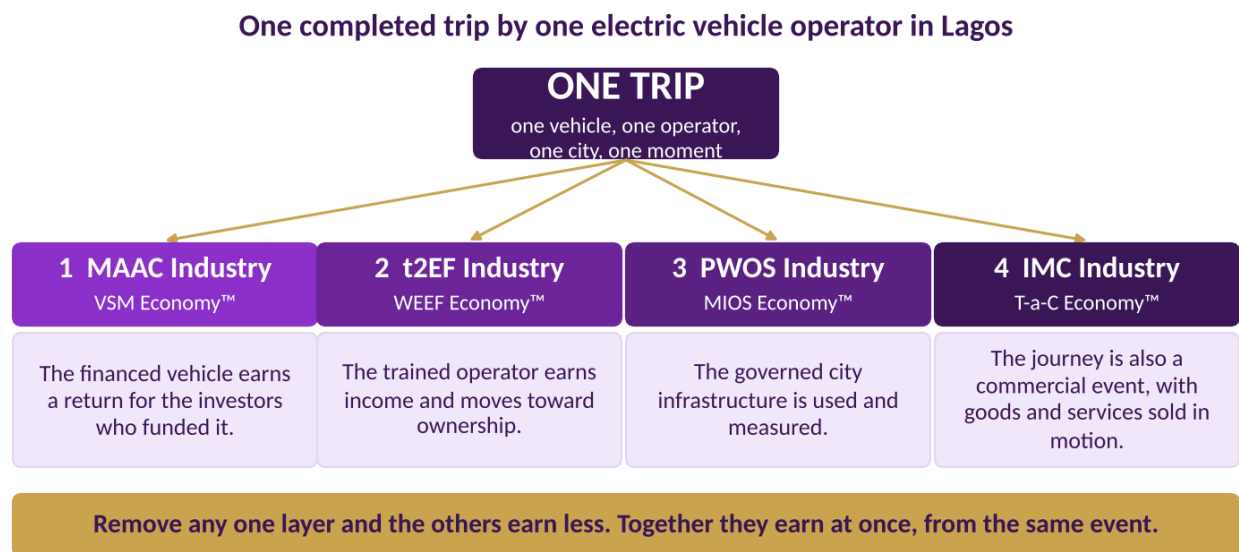


Figure 7: One Trip, Four Industries

The financed vehicle earns a return for the investors who funded it. The trained operator earns income and moves toward ownership. The governed city infrastructure is used and measured. The journey is also a commercial event. In most frameworks an operational event creates value for one institution at a time. Here, a single trip is designed to generate value across all four layers at once, from the same vehicle, in the same city, at the same moment.

The dependency is also honest: because the systems rely on each other, a failure in one slows the rest. That is why the plan is phased and gated.

INCEPTION, THEN THREE PHASES

DTON is in its Inception Phase, the institutional formation period before Phase 1. It is where the architecture starts being tested.

Inception, then three phases

The Inception Phase lasts about 24 months. It delivers governance and an independent evidence review, platforms at pilot readiness, a live pilot of 700+ deployed and 850+ listed vehicles in two cities, Austin and Benin City, and designs for ten more cities. These are targets, and the pilot can go further if the evidence supports it. Gate 5 at Month 24 is a pass-or-fail review that decides whether later institutional capital is sought at all.

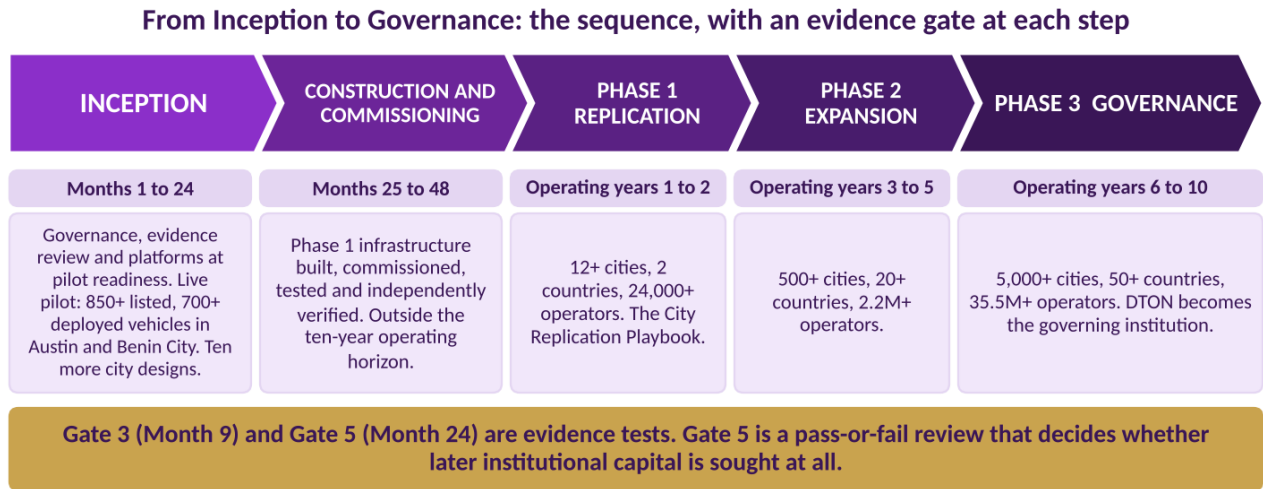


Figure 8: Inception to Governance: The Sequence

Operations then run in three phases, counted from the start of operations. Each is gated by the evidence from the last.



Each phase is gated by the evidence from the one before. Every figure is a projection until the Inception Phase measures it.

Figure 9: Four Phases: Inception, Replication, Expansion, Governance

- **Inception.** A gated pilot in two cities, with an independent review, controls and measurement.
- **Phase 1, Replication.** The model proven in Nigeria is replicated on the platform in 12 or more cities across the United States and Nigeria. The most valuable output is a City Replication Playbook.
- **Phase 2, Expansion.** About 500 cities in 20 or more countries.

- **Phase 3, Governance.** Up to 5,000 cities in 50 or more countries, where DTON's role changes from operator to governing institution of the four industries.

THE CLIMATE AND SOCIAL ARCHITECTURE

The Initiative is designed so that its climate and social outputs come from the same events that earn revenue. That is an architectural claim, and it is only as good as its measurement.

The climate and social architecture

At Phase 3 scale the plan projects about **72 million tons of CO₂ displaced a year**, 35.5 million or more operators deployed, and about \$2.50 trillion of cumulative operator income. It sets targets of net carbon neutrality from Phase 2 and net carbon negativity at Phase 3.

These are targets, not results. DTON treats climate claims the way it treats financial ones: they need a measurement, reporting and verification framework, a counterfactual and independent verification. No emission reduction is claimed until it has been measured.

The social test

The measure of success is not how many vehicles DTON finances. It is how many operators reach ownership, and whether they are better off than they were.

WHY NOW: FIVE FORCES

Five forces have matured at once. None is a trend that may fade.

Why now: five forces

Five structural forces, converging

505M+	\$18.9T	12,000+	2.1B	\$30.3T
Decarbonization at industrial scale	Digital finance at institutional readiness	Urbanization at unprecedented velocity	Workforce exclusion at historic scale	Inclusive economic demand
electric light-duty vehicles by 2035 (IEA 2024: 505M to 565M+)	tokenized real-world assets projected by 2033 (BCG and Ripple, 2025)	cities, home to 45% of 8.2 billion people (UN, 2025)	workers in informal jobs in 2026 (ILO)	sustainable investment assets, 2022 (GSIA); only part is impact-mandated

Each force alone supports one of the four industries. Together they make it possible to build all four in one architecture.

The foundational market universe these forces feed is about \$103.9T by 2030 and \$147.1T by 2035. It is context, not part of the addressable market.

Figure 10: Five Structural Forces

Decarbonization. An electric light-duty fleet of 505 million to more than 565 million vehicles projected by 2035 (IEA, 2024). **Digital finance.** Tokenized real-world assets projected at \$18.9 trillion by 2033 (BCG and Ripple, 2025). **Urbanization.** Cities now hold 45% of the world's 8.2 billion people (UN, 2025). **Workforce exclusion.** About 2.1 billion workers in informal jobs in 2026 (ILO). **Inclusive economic demand.** About \$30.3 trillion of sustainable investment assets in 2022 (GSIA), of which impact-mandated capital is a smaller subset.

“The question is not whether these industries will exist. It is which institution will govern them.”

THE CONVERGENCE ARGUMENT

WHAT DTON GROUP IS SEEKING

DTON asks for capital in a sequence designed so that each step buys the evidence the next one needs.

What DTON Group is seeking

Capital follows evidence: each step buys the evidence the next one needs



No funder is asked to accept the long-term vision unexamined. The sequence is built so that scale follows evidence.

Figure 11: Capital Follows Evidence

DTON Group Inc. is in its Inception Phase. It is not asking anyone to fund an idea. First, a stand-alone, non-dilutive Catalyst Grant verifies the record, secures the title and prepares the platforms. Then Inception Capital builds and measures a live pilot. Only after an evidence gate would later institutional capital be considered.

DTON welcomes engagement from grant and philanthropic institutions, development finance institutions and climate finance facilities, strategic and institutional investors, and city and national governments. Terms and amounts are set out in separate documents for qualified reviewers and are not part of this article.

The full publication

The long edition, *Four New Economic Systems: What DTON Group Has Built, and What It Is Building*, with the four industry cards, the original contribution, the plan against the market, the Inception Phase and the risk register, can be read at dtongroup.com/publication.

What DTON does not promise. It does not promise that the plan case will be met, that every regulatory pathway will open, or that returns will be delivered. It promises to test each claim in the open, in order, and to say what it finds.

THE AUTHORS AND EDITOR'S NOTE

The author and editor's note

Agharese Darlington Agbonavbare is the Founder, Chairman of the Board, President and Group CEO of DTON Group Inc. and the Founder of Rese Holdings Ltd. He founded DTON Transport Services™ in 2018. He is the author and original designer of the four economic systems described here, and the named inventor on the filed patent application for the Vehicle Stock Market™.

Editor's note

All financial figures are projections or assumptions derived from the DTON Group bottom-up market model and plan, and are not statements of fact. The DTS record is founder-verified and unaudited. The Vehicle Stock Market™ patent application is pending, not granted. This article summarises the architecture and does not publish detailed mechanisms. It is not an offer of securities. DTON Group Inc. is incorporated in Delaware, USA, and operates in Nigeria through DTON Group Ltd., with its global headquarters in Austin, Texas and its Africa headquarters in Benin City, Nigeria.

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