DACSEE

Global Decentralized Ride-Sharing Platform

Serving & Empowering Everyone

WHITE PAPER
Version 1.7

Contents

Abstract

The DACSEE platform is a decentralized ride-sharing platform that empowers drivers to create their own autonomous ride-hailing service, take control of their data, and grow their own businesses. As well as pay their initial driver start-up fees in the form of a cryptocurrency token on the Ethereum blockchain, while processing fares from passengers with the same token or any other traditional fiat method. DACSEE's unique social design allows it to expand virally without assistance or control from any corporate entity. The peer-to-peer payment methods, growth system, and drivers' ability to grow their own network of drivers and passengers allow DACSEE to spread and grow rapidly in new markets around the world, disrupting the current monopolistic competitors.

Introduction

Ride-hailing has existed since the dawn of the vehicle, when early fuel stations were scarce and travelers would have to pool their resources and share seats to reach their destination together. In modern times, this need has been further serviced with GPS-powered applications that match travelers and drivers in real-time, creating entire economies that had never existed in such a way[1].

While modern ride-hailing applications have created new solutions to the basic human need for traveling, their proliferation has also resulted in a market controlled by unsustainable, power-grabbing corporations that disenfranchise the riders and passengers, and take an enormous and regularly increasing[2]fees from both sides of every transaction.

DACSEE returns the power and control to the people, utilizing the newest trends and technology in decentralization and cryptocurrency to create a self-regulating and self-expanding ride-sharing network that requires no central authority and therefore no middleman fees. This peer-to-peer system pairs the sharing economy with the ride-hailing economy, empowering drivers to create their own incomes in a number of new ways, while expanding virally into markets that have to date been inaccessible to centrally-run ride-hailing services.

At the core of the DACSEE project is an Ethereum-based token that allows for the decentralization of payment, driver deposits and many of the other empowering features of the platform. Utility of the token grows in proportion to the expansion of the platform and the initial sale of the tokens will fund the development and growth initiatives of the project.

[1] Harvard Business School - Uber Changing How the World Moves - http://www.hbs.edu/faculty/Pages/item.aspx?num=50102

[2] Forbes - New Uber Price Rising -- http://fortune.com/2017/05/20/uber-new-pricing-angry-drivers

Industry Challenges

Unsustainable Costs

Every emerging market experiences growing pains – and the ride-hailing apps sector is no different. Today it is run by a handful of giant companies that receive excessive funding from venture capitalists and even governments[3] which they use to subsidize fare prices, artificially deflate passenger's costs, and ultimately create unsustainable bubbles that seriously harm the drivers after the inevitable pop[4]

Ride-Hailing Gap

The ride-hailing movement has left traditional taxi businesses struggling, as they are unable to compete with the massive subsidies of venture capitalist-funded platforms[5]. Taxis exist in many forms around the world, from cars to powered carts – and there is currently no opportunity for them to join the ride-hailing movement. They are left with only being able to be undercut by it.

Driver Costs

Drivers face a significant upfront investment cost when they purchase a new compliant vehicle for the app, and these costs are increasingly difficult to recoup once the subsidies stop. The market has now become oversaturated with drivers who are left with greatly reduced income, and must scurry frantically for any fares available in a market overrun with competition.

Government Friction

Governments have been a large point of friction for ride-hailing apps as they try to enter new countries. Companies have been plagued by complications with taxes – with the corporations refusing to pay their fair share. DACSEE has a complete compliance plan designed for each country it is pursuing which includes a crypto-wallet that is filled by a smart contract to use next-generation technology that automates the collection of taxes from the rides that take place on the platform. These plans allow DACSEE to become a major player in new markets very quickly, minimizing common governmental friction points.

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3 Grab Funding from Large Public Entities – https://www.reuters.com/article/us-grab-funding/uber-rival-grab raising-2-billion-from-softbank-chinas-didi-wsj-idUSKBN19Z1K5

4 BBC Secrets of Silicon Valley: Ridesharing – http://www.bbc.co.uk/programmes/b0916ghz

5 The Washington Post -- Subsidising Prices in Ridesharing – https://www.washingtonpost.com/news/the-switch/wp/2016/08/23/ubers-controversial-strategy-to-finally-defeat-lyft/?utm_term=.a42282695c26

DACSEE Approach

The current problems of today's ride-hailing giants can be reversed by returning the power back to the individuals and offering a network structure that allows for growth and a natural and sustainable business flow. DACSEE provides the tools for the individuals to take charge of their part in the marketplace, and by them doing so the platform and economy grows as well.

Open Source technology is a cornerstone of the DACSEE operation, allowing the public to audit[6], review, and extend the codebase for the application as well as its lower layers.

Going open source also allows for the platform to exist without any single point of control or weakness, while allowing the public to take the DACSEE application in any direction in the future, as markets expand and future technologies become available. The DACSEE Foundation maintains a public GitHub Organization account where all libraries and source code for the DACSEE project are held.

DACSEE's hybrid-decentralized operating structure allows them to operate in a market run by corporate competitors while still maintaining a streamlined and community-owned design.

DACSEE has been – and will continue to be – developed by the highly capable Malaysian company development team who have successfully taken the concept from an idea to several iterations of functional products..

While there must be a team developing the software, the network itself is designed in an open and sustainable fashion where it needs no central company for its core operations. The growth elements built-in to the DACSEE platform will help incentivize participants to do their own grassroots marketing and development, allowing the platform to grow rapidly, yet organically.

Through these key design decisions, the DACSEE platform brings a new ethos to the ride-sharing economy while solving many of the glaring issues that have arisen from the current system of centralized, corporate control of all parties. The growth of the DACSEE platform does not contribute to the bottom line of a profit-seeking company, but instead supports the overall value inherent in the system itself, both via better driver income and reduced passenger fares.

[6] Tech Republic -- Key Open Source Security Benefits – http://www.techrepublic.com/blog/it-security/key-open-source-security-benefits

DACSEE Token Allocation

DACSEE Total Token Supply = 3,000,000,000

DACSEE Reserved Tokens = 840,000,000

DACSEE Driver Token Demand = 100 * n

DACSEE Token Total Price = A + P + I / 2,160,000,000

DACSEE Market Capitalisation = PPT * 2,160,000,000

N = Number of Drivers A = Angel Round Token Amount P = Pre-ICO Token Amount
I = ICO Token Amount PPT = Price Per Token

Fulfilling Market Needs

With DACSEE this opportunity is accelerated by the removal of service fees that can exceed 30%.

Having evolved from the natural system of car sharing, the ride-sharing model has uncovered many secondary benefits for society and the planet – in addition to creating a more efficient travel experience throughout major cities and provides economic opportunities for all types of drivers.

Environmentally Cleaner

As the worldwide trend toward decentralized services and greater efficiency continues, fewer cars may need to be made, decreasing the amount of metals and plastics that must be extracted or created from the earth – a process that has many harmful effects[7]. This lowers humanity's global footprint considerably and helps the world move towards a cleaner and more sustainable path. In addition, with every car removed from the road due to the sharing of rides much less pollution is released into the atmosphere, reducing greenhouse gases and global warming.

Economic Opportunity

With modern advances in network and information technology the sharing economy continues to creep into every micro-facet of society, opening up new opportunities for increased sharing and income streams from everyday assets. This is particularly true in the ride-sharing economy, as anyone is able to earn income from their personal vehicle as they please. With DACSEE this opportunity is accelerated by the *removal of service fees* that can exceed 30%[8]. These business opportunities were previously only available to incorporated and bonded taxi companies, creating a very high barrier to entry. Now this level of business is accessible to anyone with a smartphone and a safe modern vehicle, which significantly increases the global opportunity.

Decreased Traffic Congestion

Every individual that doesn't drive removes another car from the road. Ride-sharing drivers play a major

7 MIT.edu -- Environmental Effects of Mining -- http://web.mit.edu/12.000/www/m2016/finalwebsite/problems/mining.html

8 Forbes -- Uber Tests Taking Even More From Drivers With 30% Commission -- https://www.forbes.com/sites/ellenhuet/2015/05/18/uber-new-uberx-tiered-commission-30-percent

part in the reduction of total cars on the road – by as much as 75%[9]. This reduction decreases traffic congestion in cities around the world and allows for a much safer and fluid transportation system overall. Additionally, full-time ride-sharing drivers are known to be safer than the average driver as they have many times more hours behind the wheel, since it is their full-time profession[10]. This uses the natural economic force of specialization to make cities safer and decrease overall traffic waiting times.

Saving Lives

Even with technological advances in vehicle safety features, vehicle accidents are still the leading cause of death for younger people in many parts of the world[11]. Having fewer drivers on the road and increasing the percentage of specialized safer operators can have an immensely favourable impact on the amount of accidents that happen,.helping to ensure the safety of local communities.

Less Parking Space Required

Parking lots can account for up to 14% of land in developed areas[12] and have become a staple in the landscapes of cities and suburbs of the western world[13]. This creates a massive impact on the ecology of the planet, as it decreases the amount of carbon-removing plants, absorbs more sunlight into the earth and reflects more heat back into the atmosphere. Fewer unused cars lowers the need for parking lots, allowing new city plans to come to life. Civil engineers and safety planners are already planning for the impact and opportunities being brought by ride-sharing and eventually autonomous vehicles[14].

Stepping Stone to an Autonomous Future

Transportation and autonomy technologies are advancing rapidly, and are being tested and discussed quite publicly[15]:An increasing amount of industry experts are expecting widespread adoption of autonomous vehicles within 10 years[16] which will have significant impacts on the ride-sharing economy. DACSEE is prepared for these advancements, having already undergone planning phases for allowing its system to empower future users to earn 100% of their own commission from their own autonomous vehicle(s) to fight the attempted corporate takeover that is being planned by the current incumbents[17].

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9 Mercury News -- Study: Uber, Lyft Carpool Services could reduce traffic by 75% -- http://www.mercurynews.com/2017/01/03/study-uber-lyft-carpool-services-could-reduce-traffic-by-75-percent

10 Uber and Lyft drivers are safer than the average American driver, according to new report http://www.latimes.com/business/technology/la-fi-tn-ride-hailing-safety-20160526-snap-story.html

11 WHO World Health Organisation - Road Traffic Injuries - http://www.who.int/mediacentre/factsheets/fs358/en/

12 Mentalfloss - How Much Land in LA is Dedicated to Parking Spaces? - http://mentalfloss.com/article/77143/how-much-land-los-angeles-dedicated-parking-spaces

13 NY Times - Paved, But Still Alive - http://www.nytimes.com/2012/01/08/arts/design/taking-parking-lots-seriously-as-public-spaces.html?mcubz=1

14 SD State EDU - Future of Transportation Infrastructure - http://newscenter.sdsu.edu/sdsu_newscenter/news_story.aspx?sid=76535

15 Wired - As Uber Flails, Its Self-Driving Tech Rolls On - https://www.wired.com/story/uber-crisis-self-driving-pittsburgh/

16 BusinessInsider - Elon Musk 10 Year Prediction - http://www.businessinsider.my/elon-musk-predicts-most-cars-will-be-driverless-in-10-years-2017-2/?r=USandIR=T

17 Bloomberg - Uber's First Self-Driving Fleet Arrives in Pittsburgh - https://www.bloomberg.com/news/features/2016-08-18/uber-s-first-self-driving-fleet-arrives-in-pittsburgh-this-month-is06r7on

System Elements

Decentralized Expansion Through Circle of Friends Participation Bonus Pool and Driver Verification

We make driving viral and keep you safe with blockchain ledgers and smart contracts

Many ride-hailing networks, such as Uber, Grab and Lyft, utilize the concept of “alphas” or “mentors,” where current drivers receive a one-time recommendation bonus for registering their peers as drivers. This system aims to create an atmosphere of accountability among drivers and to increase safety for the passengers.

DACSEE achieves both accountability and security by verifying its drivers through a novel program called the Circle of Friends Participation Bonus Pool system. The system lets current drivers create a network of other drivers and passengers who will be awarded passive bonuses for various types of participation over time.

Existing drivers must validate the documents of all drivers they recommend for participation on the platform. In addition, before they are allowed to register the new drivers into their community the current drivers must assist the candidates through a background check by local authorities. In this way the system becomes self-sustaining. This similar mechanism has been tested successfully in its previous commercial apps[18] to spread virally without incurring significant marketing costs.

The DACSEE platform is built to be sustainable long term. The circle of Friends Participation Bonus Pool allows drivers to build their own community network.

By recommending, verifying and assisting new drivers onto the platform, DACSEE drivers can create an income-producing community network allowing them to earn passive bonuses from the Circle of Friends (COF) Pool.

Ride-hailing companies such as Grab or Uber collect fees from drivers for every ride they assign. These fees can be up to 30% of the cost of the ride[19]. DACSEE takes a very different approach. Instead of taking these fees from the drivers, the DACSEE platform will consolidate the fees into a pool; the Circle of Friends Participation Bonus Pool. The DACSEE platform then gives out bonuses from the COF Pool weighted on 5 criteria:

- **Circle of Friends pool / community network size**
- **Number of ides within the participants in Circle of Friends**
- **Seniority in the platform**
- **Community ratings**
- **Proof-Of-Stake – Withholding period of the bonuses**

[18] Malaysian Startup Symple Application – http://symple.my/

[19] Uber Tests Taking Even More From Its Drivers With 30% Commission
https://www.forbes.com/sites/ellenhuet/2015/05/18/uber-new-uberx-tiered-commission-30-percent/#89c820743f61

This creates a sustainable system that continually pays a bonus to drivers during their off-hours or upon meeting the minimum number of actions. A system of this type uses micro-transactions and is currently not feasible for a decentralized network utilizing blockchain, as it would be cost-prohibitive[20]. DACSEE accomplishes this feat by utilizing the customized and scalable framework in its server backend to handle the micro-transactions required for the high volume of account balancing. The bonuses received are handled in each driver's bonus wallet which can then be transferred to the cash wallet and withdrawn from at regular intervals.

Figure 1: Application v2.0 Circle of Friends Participation Pool Bonus Distribution

We use smart contracts and tokens to reward building the network and keeping it quality

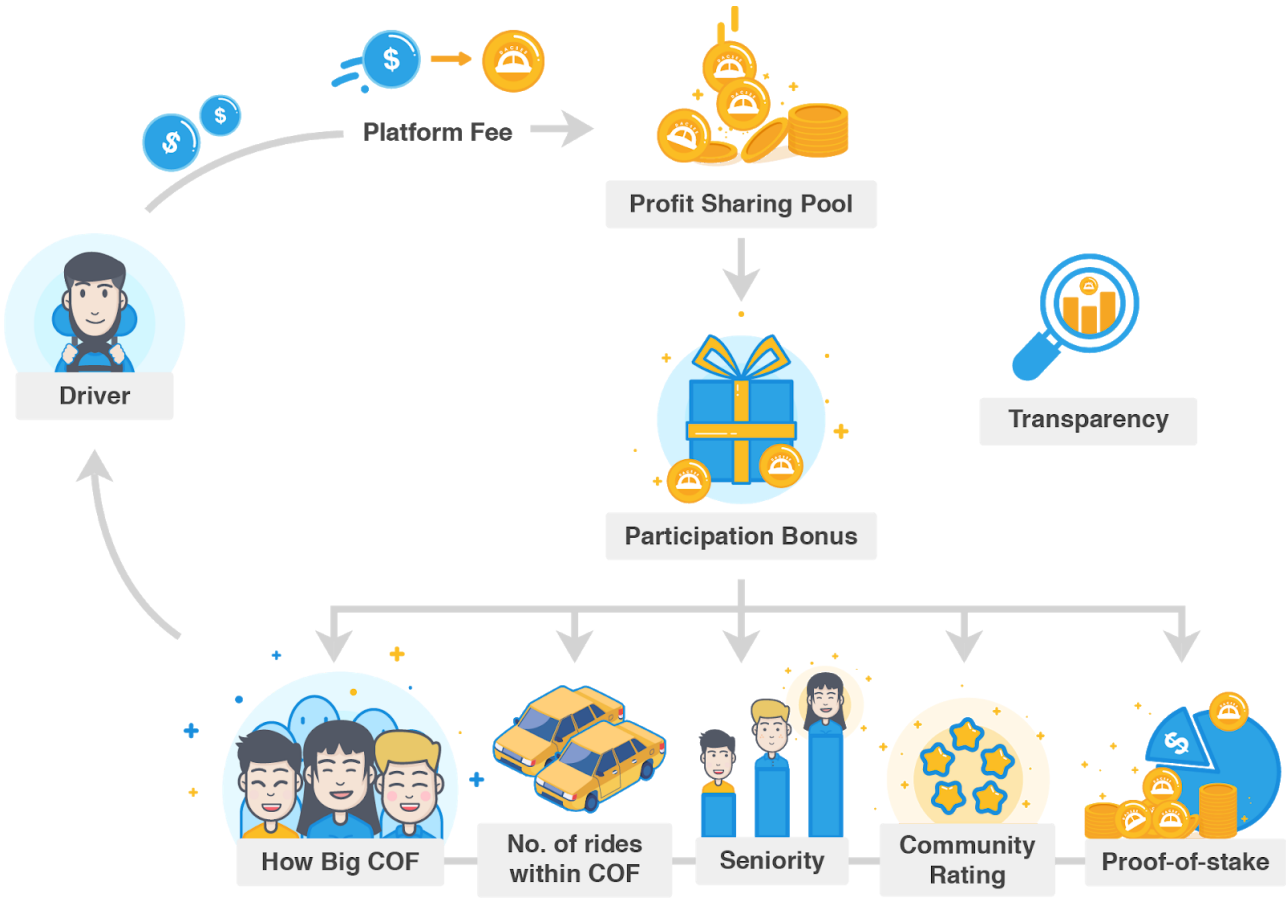

Figure 1 (above) illustrates the flow of fees and bonuses distribution in the C.O.F. Pool.

[20] Malaysian Startup Symple Application – http://symple.my/

A. Decentralized Ride Monitoring Network

One of the key security features provided by the decentralized DACSEE network is the monitoring of rides for emergency notices and driver validation. Each driver in the core app polls the network for nearby cars at random and does a verification check between the stored verification credentials hash and the core server.

Blockchain Strategy: Key data is stored **on-chain** to allow for the possibility of an evidence log in jurisdictions that accept blockchain ledger transactions as evidence.

B. Saved Drivers List

Passengers will be able to save lists of their favorite or most trusted drivers, allowing them to select and book their favorite drivers for scheduled or last-minute rides. This creates a network of trust for each individual, which can be further expanded as drivers recommend other trusted drivers to their passengers if they are not able to assist them at that time.

Blockchain Strategy: Reputation and feedback are of utmost importance in online networks[21], as it encourages deeper engagement and trust within the app for users, and motivates drivers to build reliable income streams. Drivers Reputation goes on-chain (encrypted) to allow us to use it for our Driver network incentives and app interactions.

C. Sustainable Passive Bonus Income

We intend for drivers on the DACSEE platform to build and grow their own fleet of new drivers. As they verify and recruit drivers to the DACSEE network, the new driver is then added to the original driver's COF network, collectively increasing the drivers' bonuses from the **COF Pool**.

This allows all drivers on DACSEE to go into business for themselves, as entrepreneurs that are growing not only their own network, but the overall DACSEE network as well – and gaining recurring bonuses in the process.

Blockchain Strategy: We will refine this process via APIs that handle the tokens initially to learn what best works in the market. After developing a model that limits abuse and solves demand and sustainability we will add smart-contracts on-chain directly to give drivers true lasting security about their passive income.

> **They can have the confidence that they are building a business with long-term value.**

D. Transferable and Inheritable Taxi Businesses

As drivers expand their enterprises as described above, they can have the confidence that they are building a business with long-term value. All participants, payments, and databases will be transferable to other verified drivers on the network – including friends, family, and colleagues.

For example, when a DACSEE driver retires, he can hand his ride-sharing business to one of his colleagues, creating a valuable source of income for this new driver who is excited to join DACSEE. We expect this type of legacy and income potential to be particularly attractive in developing countries.

Blockchain Strategy: In addition, this transfer option would allow drivers to sell their businesses to outside interested parties who undergo similar verification to a newly registered driver. This will eventually transition into an on-chain smart contract function.

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[21] Need for Reputation in Online Networks – https://www.techwyse.com/blog/searchengine-optimization/importance-online-reputation-management-orm

Figure 2: Application v2.0 Technical Flow

We have a functioning app, 30,000 drivers, and a series of dedicated Ethereum sidechains

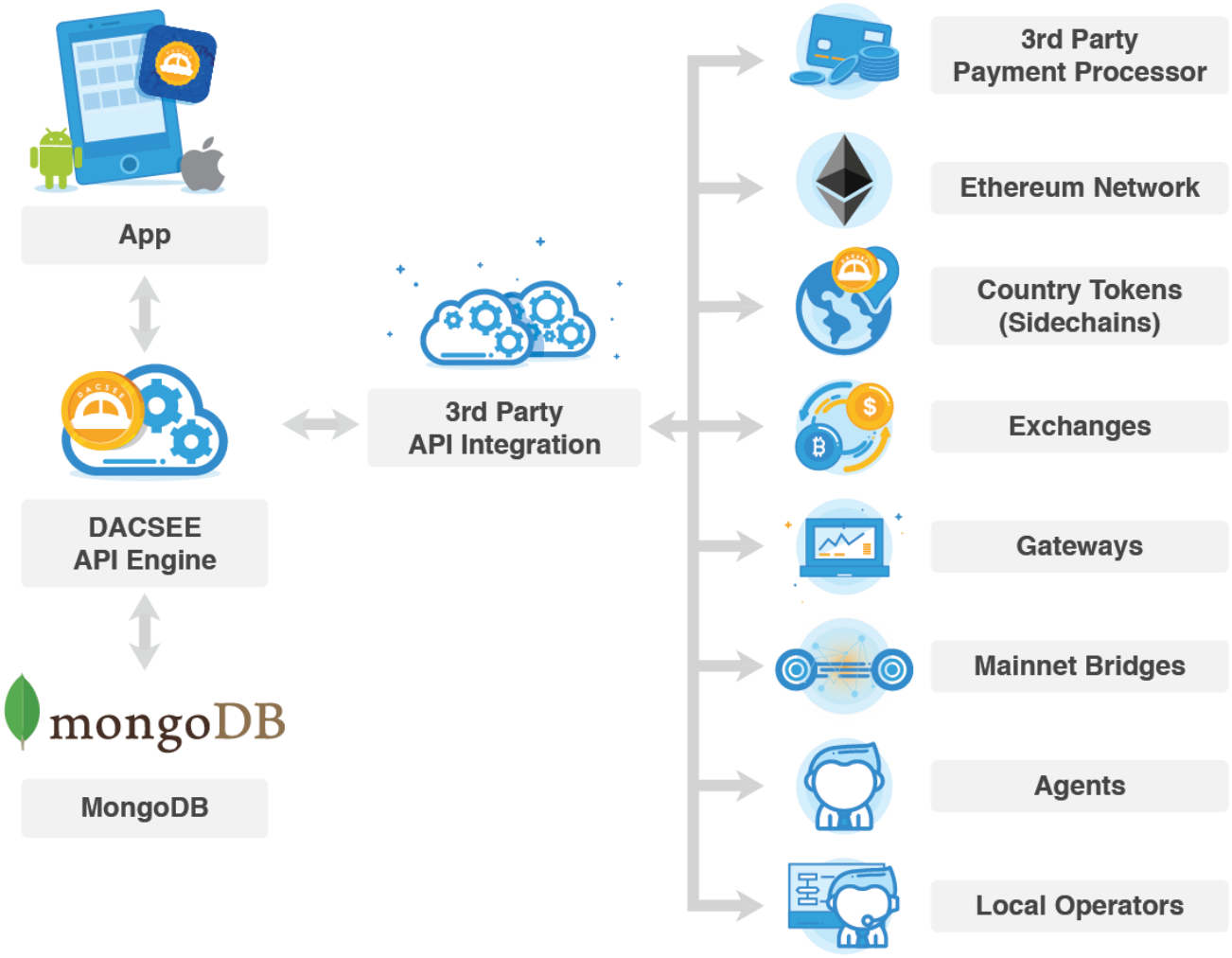


Figure 2 (above) depicts the technical flow of the application as it handles all requests, payments and extraneous information being processed by passengers, drivers, the local exchange(s) and the DACSEE team. The backend consists of an API engine that is continually pulling and pushing data from the secured MongoDB.

The front end consists of two separate but cross compatible applications that were built from the ground up by the core team for the iOS and Android mobile operating systems.

Figure 3: Application v2.0 Payment Processing Flow

We use the DASCEE Coin to settle payments, reward drivers with oil/car service, and automate network rewards

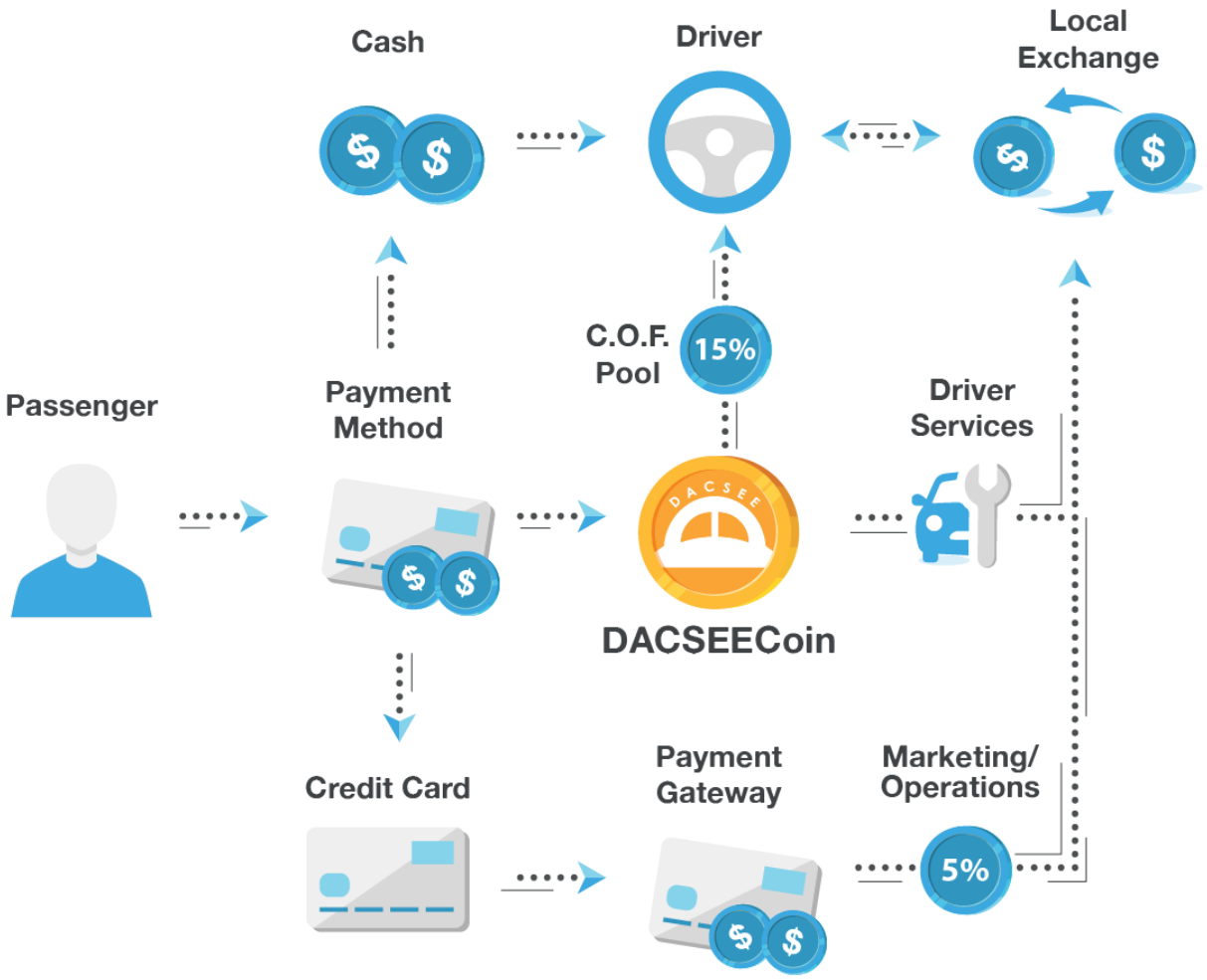


Figure 3 (above) depicts the flow of payments throughout the DACSEE network. For every fare that is collected by the driver, 5 percent enters the DACSEE marketing and operations to continue expansion and operations and another 15 percent is placed in the C.O.F. Pool, which will also then pays for other peers in the P2P system, such as driver verifiers and node and security monitoring providers. This example of mere 20 percent offers major cost benefits when compared to competing ride-hailing systems and returns all revenues back to the community.

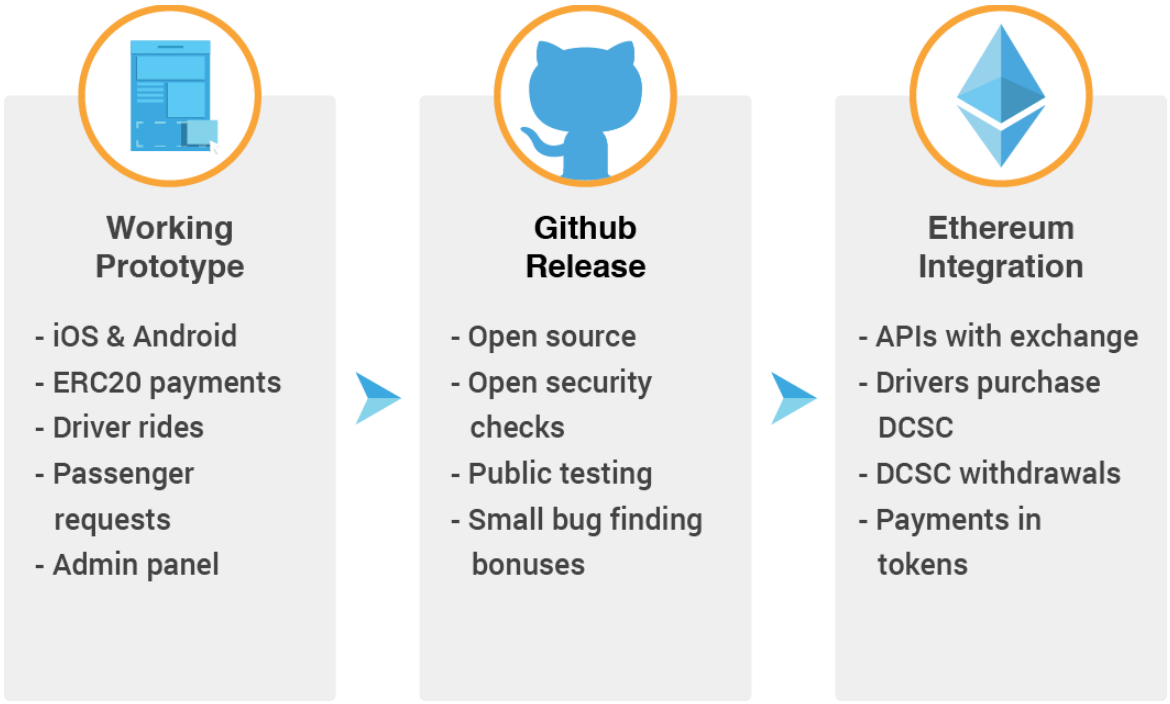
Implementation

(We have big plans but have been delivering on them consistently)

Phase 1

Working Prototype - Initial Application - Ethereum Token Integration & Implementation

DONE: We've delivered on our prototype, launched an alpha token, and have a system for token interaction



The DACSEE ride-sharing platform has several phases to its initial public release. These stages occur in parallel with the funding rounds, which provide capital that is immediately used for development.

Phase 1 of the implementation involves the initial working system prototype, which takes version 1 of the software and begins to integrate the next-generation token payment features. The iOS and Android mobile applications of the fiat version have been completed and are available for testing. We intend for these to be made completely open-source on the DACSEE Foundation Github after the funding rounds have completed.

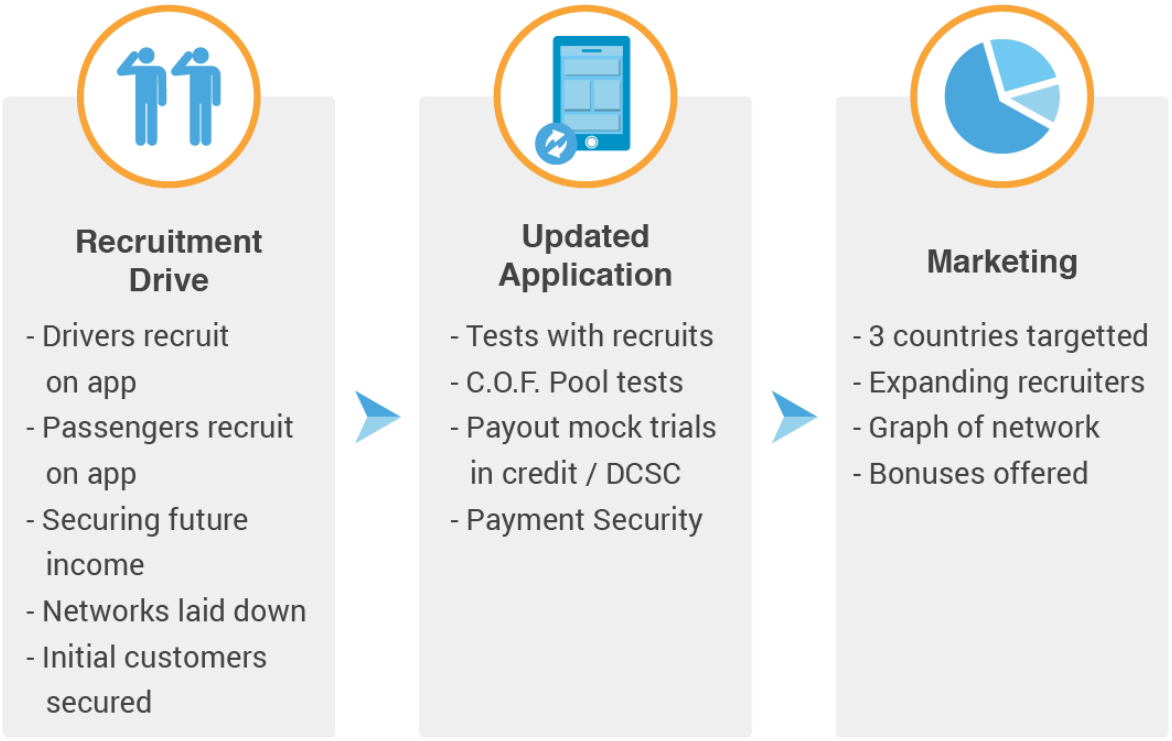
We plan for the Ethereum payment gateways and exchange integration to power the test payments made at this stage. Here APIs and cross-system operability will be initialized, setting the stage for the future releases to offer complete functionality of the fare payment and COF bonus systems.

This initial release will lay the foundation for future public releases, which will iterate quickly as DACSEE scales to many global markets. The initial features should be completed by the core development team before the end of the sale periods, allowing rollout to begin and the next recruitment steps to be underway as the funds are collected in parallel.

Phase 2

Driver and Passenger Recruitment Drive - Updated App Implementation - Marketing

IN PROGRESS: We're recruiting hundreds of Drivers per day and are running a soft beta in Malaysia



The next rollout phase involves DACSEE's pre-launch recruitment offerings. Before the network goes live, all interested drivers and passengers can refer others to the platform and claim them in their Circle Of Friends network. This creates a large user pool for the network before it has even been launched. Third party integration for local currency conversion is an ongoing negotiation with local country partners in order to allow the local transfer of DACSEE tokens through the application itself.

This phase will be marketed through contracts with select marketing agencies throughout Asia as well as other cities around the world.

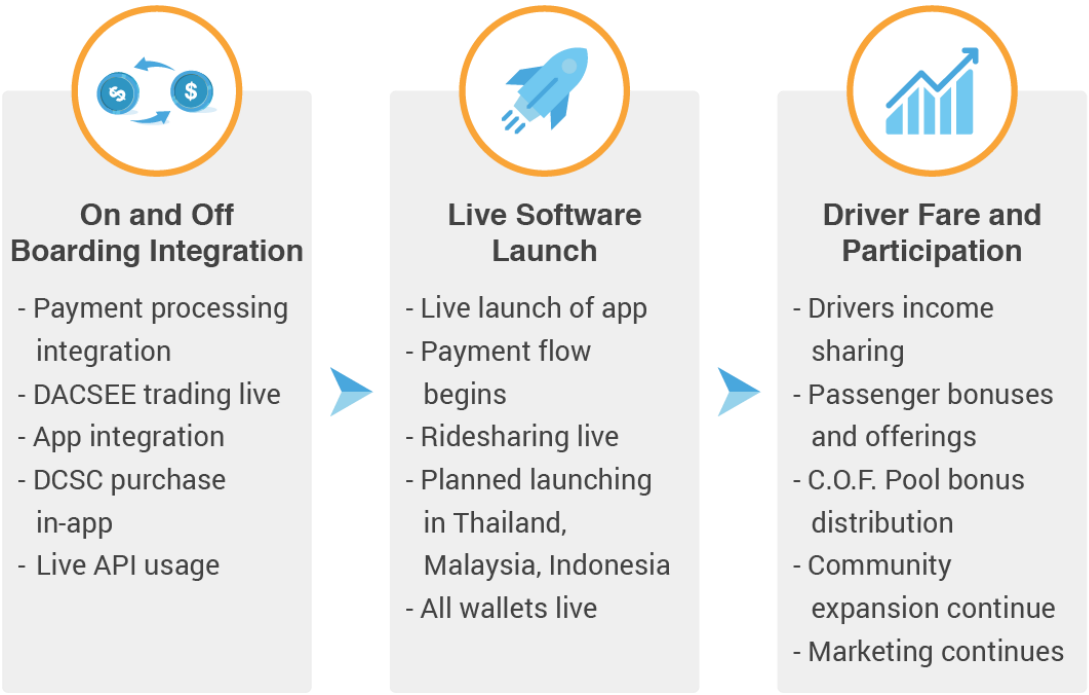
We've already experienced the beginning of this as drivers have been recommending drivers and creating a social phenomenon which turned a $200 group lunch into 30,000 drivers within a matter of weeks.

We plan for an updated version of the application to be released in conjunction with this phase along with many tests to solidify these parts of the system. The functionality of the COF system, the bonus wallets, and the DACSEE token wallets and various levels of third party integration are currently being built and tested in anticipation of this phase.

Phase 3

3rd Party – On and off-boarding Integration – Live Software Launch - Driver Fare & Participation Bonus

Sidechains for no gas cost, a mainnet bridge, and individual country tokens programmed to follow regulations



Phase 3 of implementation allows for DACSEE drivers and passengers to begin using the exchange to receive their bonuses from their COF Network within the application. This is an important phase as it facilitates the entire process and is the beginning of the DACSEE platform being able to provide networking functionality for all participating community members. The transfer of tokens locally with the peer-to-peer wallet would still be available, but once drivers and other income earners are able to sell their tokens to the global markets through the application's integrated online exchange, the speed and efficiency of this entire process is greatly increased.

This period of great excitement will be accompanied by its own marketing initiatives, with large public announcements of the direct income that the users of the platform are receiving, encouraging new users and DACSEE system entrepreneurs onto the platform. We are partnering with several marketing groups in target markets amplifying the message of DACSEE, its vision, and the direct income being generated by all the empowered individuals using the new platform. This phase will occur after the end of the funding rounds once the DACSEE tokens have been listed on the exchange, and will contribute to the growth in value of the entire network's utility and benefit for society as a whole.

DACSEE Token

Immutable, decentralized, and interoperable

DACSEE's token is the decentralized Ethereum ERC20 token that drivers will use it to participate in the driving ecosystem in a cryptographically-secured, immutable fashion. It will be distributed to all token sale contributors automatically through the Ethereum network and will be accessible to all users online through the DACSEE Wallet App and in the Google Play Store and Apple App Store. Like all ERC20-compliant tokens, DACSEE token may be stored and transferred only with an Ethereum private key and can be used across platforms in many wallets compatible with Ethereum.

DACSEE token is a utility token that enables frictionless transactions of services on the platform. Participants must have a minimum amount of DACSEE token before special offerings or bonuses can be unlocked.

Foundation Reserves

From the 3 billion DACSEE tokens to be created, 840 million will be held by the non-profit DACSEE Foundation. The foundation will hold these tokens in a time-locked escrow account to allow for price stabilization and will receive them at predetermined intervals as it pays out DACSEE developer bonuses and funds long-term marketing, expansion, and outreach efforts.

A portion of the reserve will be going to the marketing partners in strategic markets as the platform rolls out globally. In addition to launch markets Thailand and Malaysia, markets Indonesia, India and Indo-China have very active yet underserved ride-hailing economies and large populations of unbanked residents. These advantageous conditions, as well as DACEE's internal connections with blueprints for rollout in those countries, present ideal opportunities for launching DACSEE.

The DACSEE Foundation will thrive financially through the widespread success and adoption of the DACSEE platform on an international level. To stimulate this expansion of the network the Foundation will launch initiatives ranging from promotional driver deposit coverage programs to direct marketing and advertising campaigns in targeted areas. As a major holder of the token, the Foundation's long-term success depends on its active participation in the expansion of the token, so that the high return may fund further outreach and extend continuous bonuses to all participants of the platform.

DACSEE ICO

KYC/AML Required, See: Terms of Token Sales

A total of 3 billion DACSEE tokens will initially be pre-mined on the Ethereum network, on July 25th, 2018, with 18 decimal places of divisibility and the total token amount being fixed permanently. There are to be three official token-based funding rounds for this project, after which time no further DACSEE tokens will be available for purchase at initial sale prices, meaning DACSEE tokens may be purchased only at exchanges in the future and at future market rates.

Angel Round

The first round is for all Angel contributors, who will receive the largest bonus on all DACSEE tokens that they purchase, a bonus of 50%. The Angel round begins on October 17th, 2017 and ends on November 16th, 2017.

This is the initial round of funding, and involves utilizing the DACSEE team's large international network of investors, as well as new investors who decide to utilize the dacsee.io Angel web portal to contribute at this early stage, for the added bonuses. This round is expected to give a large financial boost to the project, and gather early minimum market price estimates for the DACSEE tokens, to secure a financial base for the future rounds.

Pre ICO

The Pre-ICO round is the second round of funding, with its own set of bonuses for these early contributors. This round is broken into three phases, with the first phase offering a 30% bonus on purchased tokens, the second phase offering a 20% bonus and the third & final stage offering a 10% bonus. The first phase begins on the 1st of December, 2017, and the following phases immediately follow it on a monthly basis, with the third phase completing this round on February 28th, 2018.

A portion of the overall tokens will be claimed during this round, in preparation for the main ICO round. These tokens will be available through the same web portal at dacsee.io, which will be updated at the end of the Angel round, and changed to a page that explicitly lays out all relevant purchase and transaction information for the Pre-ICO round.

ICO

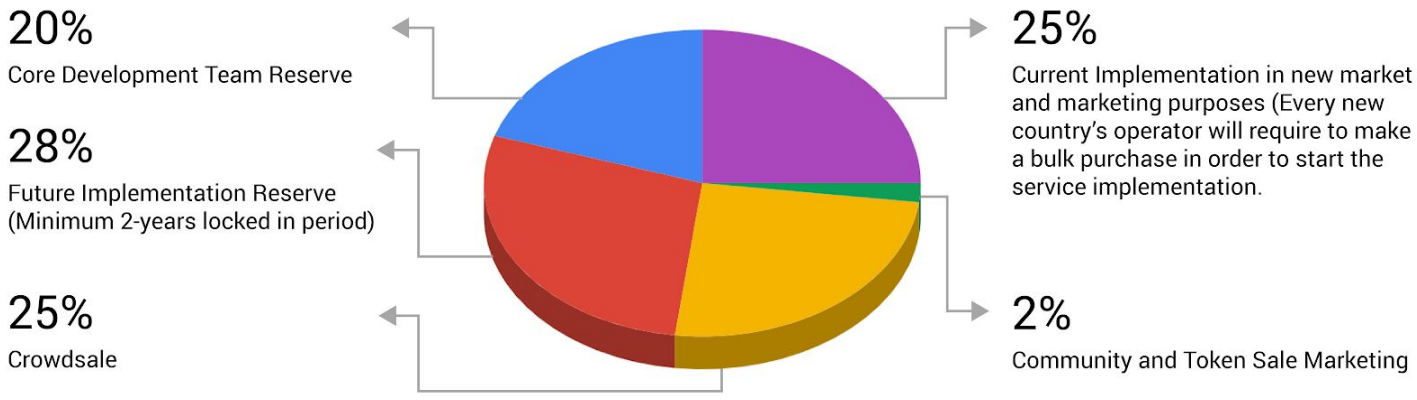
As the main and final round for the DACSEE project, the ICO round will be the most advertised and anticipated token sale round, in terms of the general public. No added bonus will be available for this round, but it will be the final chance for any interested parties to join into the funding and initial financial opportunities available for the DACSEE ride-hailing platform. The round will sell the remaining tokens from the 1st of December, 2017, until May 31st, 2018, and will have the lowest minimum contribution, at $20 USD value worth of cryptocurrency. As with previous rounds, the main dacsee.io website will be updated to clearly explain all processes involved, for contributing either Bitcoin or Ethereum in this round. All remaining tokens will be sold in this round, and many layers of the

software and project will be available for public use, as they have been funded by the previous rounds.

Tokens will be offered for purchase or claim during the Angel, Pre-ICOs and general ICO round. There is no added bonus in the ICO round, but further application development will be available for use and testing and additional public marketing outreach will be conducted – so contributors' risks are greatly minimised by this round. This final round will end on July 23rd, 2018 and all DACSEE ICO tokens will be distributed to all contributors of all rounds by a date no later than July 30th, 2018, exactly two weeks after the conclusion of the DACSEE contribution period.

20 DACSEE token are to be listed on integrated cryptocurrency exchanges, following the initial token-based funding rounds. DACSEE token is an ERC20-compliant Ethereum token, meaning there will be no additional technical hurdles to overcome for any Ethereum-compatible cryptocurrency exchanges, in the process of listing this token. Verification of the token information and relevant team members will occur for this token to be added to the various exchanges, and the preliminary steps are underway for this process to complete successfully.

Token Distribution



Roadmap


Initial Business Formation & App Development
Q1 2016
Q4 2016
Version 1.0 Software
Beta Development
Q4 2017
Q1 2018
Production Development
Pre-Sale Completed
Q1 2018
Q2 2018
DACSEE Live Launch
Token Sale Ends
Q2 2018
Q3 2018
AND BEYOND
Platform Evolution Over Time