

Alexey Sukhodoyev's webinar talking points of 13 April

Link for the webinar: <https://youtu.be/6OFq7SeiLio>

What we are about to see in the Sky World Community logic. Now, there has been formed a strong SWC methodology department. In December 2021, the first test version of the "SWC Major League" was launched. So far, the training covers the Russian-speaking direction. In other languages, we will create everything with the mentality in mind. Studies have shown that partners in different countries have different motivations for investing.

For example, the Vietnamese have their own motivation to invest: it is commitment to the technology, gratitude to its creator and full confidence that the string transport can save the environment, expand and improve the economy of Vietnam.

The adaptation and training platform continues to develop. At the launch of the pre-training section in the personal office, the representatives of this direction will give presentations on what to expect on the platform, provide a roadmap and answer questions. The platform will gradually become available in all other languages. The full potential is applied here, including product experts. In the working group, there are guys who have been in the project for a long time. They understand how to attract investments for the technology development through the convertible loan scheme. We want to combine the ways of interaction with any target audience.

There will be several stages of training. The first stage is pre-training, and then, there will be a transition to the basic level. The purpose of the pre-training is to answer all the questions that pop into the mind of the average person, our potential partner (the target audience). I think that many of you will be satisfied with this product, which will help speed up the attraction of investments even without the help of your sponsor.

Apart from the partner programme, we are now **building a classic sales department** to attract investment through targeted advertising, lead generation, YouTube advertising and so on. The sales department will also work with those applications which somehow the partners were unable or unwilling to handle. This will give us additional result that we are currently missing out on.

In other words, we, as SWC, are looking for points of growth this year. And I see an additional point of growth in **the formation of a new SWC community model**. As we know, the very first investments came from Russian-speaking investors, for which we are very grateful. I, for example, did not withdraw anything from my personal office for a long time, only reinvested in the project all the bonuses received, because the 1:1500 and 1:600 discount will never happen again.

We are now financing a new transport infrastructure industry, which is developing from scratch. There are not many chances in the world at the start to participate in the formation of new transport infrastructure complexes, new technologies which in the long term will be with every person living on planet Earth everywhere. At the very least, at least a few countries, or a number of continents, will embrace this technology.

During EXPO 2020, **many delegations visited the Testing Centre in Sharjah**. Each delegation comes with a specific purpose: to discuss the potential application of the string transport technology in the logic of commercial projects.

Having analysed many IPOs and companies, I have not come across such openness in projects. As the founder of the technology, **Anatoli Unitsky says that the first thing to do is to fulfil all obligations to investors**. And I don't remember any company caring so much about investors. I also do not remember companies such as Tesla and Apple making buybacks in the early stages. On the contrary, the companies only accumulated funds without doing

buybacks, and this is actually the creation of local industries, it is not the implementation of transport infrastructure from scratch.

I see the new growth point for SWC as forming the next generation of **Sky World Community**. To do this, we need to gather and apply the new world mechanics of interaction within the community. Many of you who are new to SWC have got to know the information from scattered materials that have not been structured. So, we have a lot to improve on. These are huge points of growth for **SWC**.

Everything now will be structured in a pre-training system on the SWC adaptation and training platform. We will also create a system of communication space so that anyone reaches the result regardless of status: from a partner who is just thinking of joining the project to the highest statuses of Expert, Top Expert and so on. For the investor, the minimum result is that the person makes the investment. For the partner who wants to move on, it is achieving the status of investment Consultant and beyond.

The mentoring system will help you in that. Mentors will take you through the course on the adaptation and training platform. Further on, the mentors will join. We are now preparing this whole system. I won't reveal all the cards, of course, as these are the enormous **benefits of working of SWC**.

On the negatives to the project. There will also be a special working out of this problem. We spend a lot of time for the people to be able to form the right opinion about the project.

As you understand, **the SWC company is laying the foundation to work for decades**, so that with this system we can easily launch and scale any new product in the future.

News. The specifics of my webinars is that I never "pull information out of my fingers", that is, I never embellish the facts.

Many of you have seen the videos of the Vietnamese visiting the Sharjah Centre, and there was a parallel discussion about commercial projects in Vietnam.

We still have a lot to learn in order to form the right potential contact with the customer for a targeted project. Let's look at the example of the delegation from Kyrgyzstan, how things were built correctly here. Our partners who work in the lead generation flow in this country have done a lot of preliminary work.

First, there was organized a teleconference with the representatives of the company developer and with one of the Kyrgyz government representatives. The Kyrgyz MP then visited the project's head office in Maryina Gorka, where she talked to Anatoli Unitsky. That cleared up doubts about the technology.



[Source of the screenshot](#)

The Kyrgyz MP saw a strong backlog, scientific potential, modern equipment, demonstration of transport infrastructure complexes in the form of numerous tracks. Then in Kyrgyzstan, the MP made a report on the results of her visit to the Testing Centre in Belarus. Representatives of government agencies, associations and the Business and Entrepreneurship Development

Council then met separately. Projects for the economic growth of Kyrgyzstan and work issues were discussed.

In Kyrgyzstan, there was discussed the construction of the string roads.



[Source of the screenshot](#)

MP Sharapatkan Mazhitova said the company developer was proposing the innovative string-road construction technology that would solve the city's problems. "If we are able to implement the string road project in the city and on other inter-regional roads, we will achieve a reduction in car accidents and solve the issue of traffic congestion. This would increase the number of tourists visiting our country and significantly improve the infrastructure," she stated.

That said, both tourist and freight applications were discussed, as well as new logistical routes, mountain passes, and communication problems in remote parts of Kyrgyzstan. This is impossible to implement with the help of modern transport solutions. That is, from the point of view of methodology, the whole way from the first meeting to the presentation with Anatoli Unitsky was lined up step by step and logically. That can be digitised, packaged into a whole system of preparing contacts to be passed on to the targeted projects department of the company developer.

With the help of our methodologists, we will package the information delivery process. There will be all the templates, how to present correctly, what to say, when to contact the SWC Targeted Projects Department, when to arrange a teleconference with the company developer. The finalised contact will then be handed over to the representatives of the string project (finalised means the commercial project group has already been formed). At this point, SWC's work with the commercial project ends!

I express my gratitude to the whole team, thanks to whom all these events took place during one month. When there was a discussion of the string roads construction at the business meeting, Anatoli Unitsky himself spoke there. And this only happens when there is a discussion at the highest level of government.

However, our partners also **made some mistakes** (perhaps the information was distorted by journalists). We cannot say that the technology is being implemented on behalf of SWC. SWC is not building anything! **The two activities must be clearly distinguished:**

1. **scientific and production, engineering, design and construction;**
2. **attraction of investments.**

Anatoli Unitsky has nothing to do with SWC (Sky World Community). The sphere of SWC activity is not building, but attracting investment, that is, using social capital to monetise the technology in which we are investing.



[Source of the screenshot](#)

We will, therefore, take this into account when shaping our methodology for communicating the information and passing on the contact we have already worked out to the company developer. Mixing these concepts up hurts our reputation.

We, as SWC, work hard to defend our reputation.

SWC has its own positioning, the company developer has its own positioning. Like any venture capital project, our single goal is to monetise the string transport technology in the logic of built commercial projects around the world. But the specific end products, organisational structures, departments and tools to achieve results are completely different.

SWC valuable end product is the closing of the 15-stages financing, the receipt of dividends by investors, or the realisation of the possibility of selling the assets on the public market.

Delegations to the Testing Centre in Sharjah

From Vietnam



Rwanda's repeat delegation at the Testing Centre in Sharjah



[Source of the screenshot](#)

Emmanuel Hategeka,
Rwanda's Ambassador to the UAE has again visited the String Transport Technologies Testing Centre in Sharjah. This time, Clare Akamanzi,
Chief Executive Officer at Rwanda Development Board and Rwanda Cabinet member, joined the Ambassador.

Delegations continue to visit the Testing Centre in Sharjah, even after EXPO 2020 is over. These are top government negotiations.

I will give a small analogy. In which countries is **the cryptocurrency direction** actively developing? These are Latin America, El Salvador, Honduras and others. These are small countries, they understand their remoteness from the world logistical routes, they have limited application of some industries. The potential growth of their economies is correspondingly limited. Therefore, such countries place great emphasis on developing innovations.

Rwanda is one of the top ten countries in Africa in terms of education, health, quality of government, security and economic growth, and this is the second time its government officials have visited the Testing Centre. We should realise that much remains behind the scenes.

Anatoli Unitsky's presence only occurs at the highest levels of government, or when there is already maximum specificity on the application of future commercial projects. And while the status of a delegate is at the level of a member of the country's Cabinet, Anatoli Unitsky participates in the negotiations personally.



[Source of the screenshot](#)

News on the development of the technology

Paper passports for devices and mechanisms have many disadvantages: wear, limited capacity, inability to edit information, falsification, counterfeiting and so on. Therefore, in the near future, the entire world is preparing to switch to **digital electronic passports for transport systems and mechanisms**. And the String Transport Project could be one of the first to implement such solutions even before they are launched into mass commercial use.

Digital e-passports for transport systems and transport means

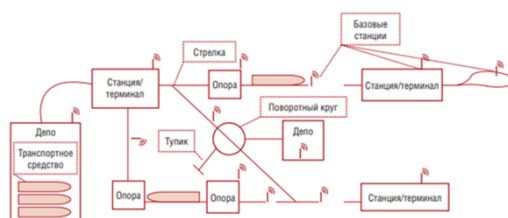


Рис. 1. Вариант структуры транспортного комплекса «СТ»

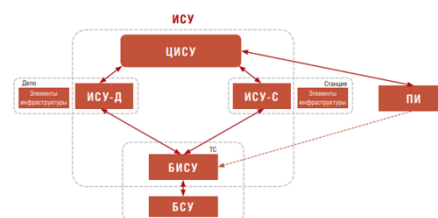


Рис. 2. Структура систем управления в транспортном комплексе «СТ» (вариант): ИСУ — интеллектуальная система управления; ЦИСУ — центральная ИСУ; ИСУ-Д — ИСУ данных; ИСУ-С — ИСУ станций; БИСУ — базовая ИСУ транспортного средства; БСУ — базовая система управления; ПИ — система информации; ТС — транспортное средство

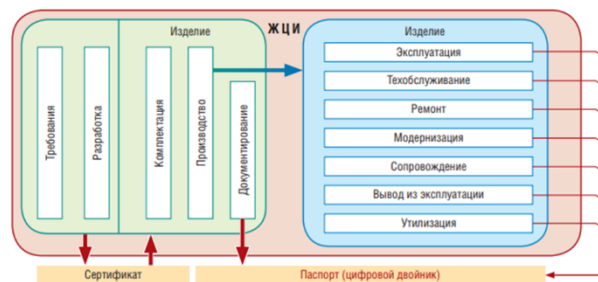


Рис. 3. Жизненный цикл изделия в составе транспортного комплекса uST (вариант)

[Source of the screenshot](#)

To solve the above tasks, the control system must have accurate and up-to-date information about the state of all components of the complex, including the characteristics and functional capabilities (cybernetic models) of real objects. In the considered variant of Transportation Coordinators Automated Information Management System (TC AIMS) implementation, it is proposed to use electronic passports as a part of cybernetic models of real objects as an information database.

This cannot be achieved in a paper passport, but can be achieved with special functionality of cybernetic models. The string transport project already uses similar innovations, for example in software from Dassault Systemes. It is a digital twin of the future rolling stock, which is first designed in virtual space and only then proceeds in reality.

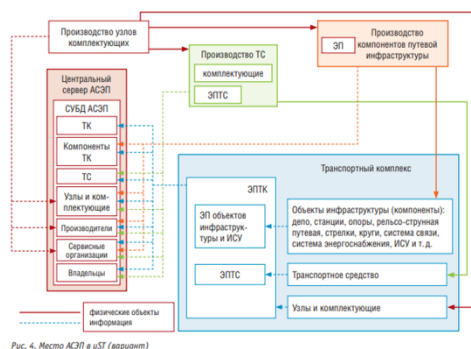


Рис. 4. Место АСЭП в uST (вариант)

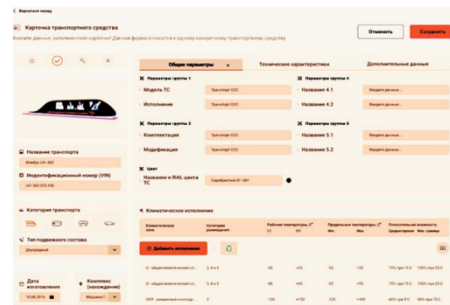


Рис. 5. Визуализация интерфейса АСЭП uST

[Source of the screenshot](#)

Digital e-passports should include all information about all transport infrastructure facilities: depot, stations, supports, rail-string track structure, switches, turnouts, communication system, automated control system, power supply system, mobile communication system, data movement system via fibre optics, vehicle, units, components.

Recall how you call from a mobile phone. Do you think about how it functions? The digital electronic passport for the transport complex and vehicles would function in much the same way.

We have seen screenshots repeatedly, and on video, you could see sections of a specially made operating system inside one of the stations in Sharjah. This is a unique development. Here, the electronic passport of the transport complex and transport means is also made from scratch.

For example, Unibike has different configurations: with luggage, two-seater, two-seater sporty. It can be rotating for people with disabilities, it can be single-seater, for example with a reclining chair. All of that should be entered in the electronic passport. It will cover the whole process of operation, maintenance of the vehicle and the object of any transport and infrastructure complex.

Of course, everything must work in the logic of modern trends, that is, on the basis of the blockchain system, so that it cannot be hacked and falsified.

This is preparation for mass market entry. An electronic passport system is being created and a whole basis for the future global electronic base, so that everything is already taken into account when building rolling stock and constructing commercial targeted projects. So that each object, each part of the transport infrastructure complex or transport rolling stock has its own identification, its own parameters, which would be updated in real time.

I do not rule out that the parent company will cooperate with leading blockchain start-ups on data protection because this kind of data needs to be kept secret. And only the services that will accept this passport for registration will use it. Most likely, this one will also be used in sales to avoid paperwork. And if this technology has been featured in specialist publications, it is probably already patented.

Questions:

What about our SWG tokens, what is being done with the token platform, and why is there silence about it? I can see that the process is underway. Right now, first of all, information is being prepared on the Security token offering (STO). This is a heavily regulated area, so every wrong word spoken here could be considered a violation. The project will issue updated information and a new version of the white paper is already in the logic of completion.

As for the SWG token, you cannot use these tokens now. Imagine if you bought, for example, a contract for a batch of tickets in a project that will be under construction in 3-5 years? If, for example, a Gamedev, gamification, NFT tokens direction is launched, it could be somehow synchronized with the SWG token.

But right now, the focus is on commercial projects. If it suddenly turns out that it's impossible to keep moving towards SWG tokens (which I highly doubt), then, the company will make a comeback, somehow compensating for the time lag of owning these tokens.

For those who have these tokens, I recommend treating them as futures, a contract for future tickets, future application tokens within a commercial targeted project.

Naturally, when everything is done well in advance of implementing a particular direction, one often finds oneself winning, but not always. SWG is a venture offer from the company developer. I think the parent company will do everything in the future to make sure everyone is satisfied with the solution.

Where can I watch you other than on YouTube? On Vimeo, plus we are considering other platforms. There is also a live streaming option on Telegram. We will definitely make adjustments so that everyone has a chance to get the information.

My assistant Leonid will be conducting the webinar in English. This will be an extended webinar based on 1-2 of my webinars. Please keep an eye on the schedule. We will be sure to notify you on all resources.

Vladimir Maslov said at the last webinar that a buy-back to those over 75 is being addressed, but the last buy-back was to them. Isn't it time to reward those who came in at the beginning and have consistently supported the company? Vladimir Maslov did not confirm, but suggested that there might be a buyback this year. I have no such information. But I also do not rule out that there may be such a possibility this year.

Is SWC platform is considered as a partner of the company developer? Yes, SWC attracts investments in the development of the string transport, but legally we are not connected in any way. If you open the ["About Us"](#) section of the company developer's website, at the bottom of the page it says: "SWI, Inc. (TM SWC®) is one of the largest venture capital companies in green technology, with a strong network in the CIS countries."

SWI, Inc. is Sky World Community. If you click on SWI, Inc. you will be taken to our website: <https://skyway.capital>. The phrase "key investors" means that the company is an official partner.

Thank you for your attention! We are creating the future and financing it!