WAGOI - We’re All Gonna Own It

https://www.wagoi.eu/

Building the future of Vehicle Data Ownership on Polkadot Hub to disrupt a $750 billion vehicle data market.

1. Introduction

1.1 Vision

WAGOI will enable European consumers to **reclaim control of their vehicle data**, leverage it for personal or financial benefits, and participate in a **transparent, secure and decentralized data-sharing ecosystem** fully compliant with the EU Data Act.

Key Objectives

1. **Put drivers in control :** Give vehicle owners full control over their vehicle data - via a frictionless, hardware free method - enabling them to monetize it securely.
2. **Comply with EU Regulations:** Align with the EU Data Act, GDPR, and GAIA-X standards to ensure data sovereignty and privacy. Leverage Self-Sovereign Identity (*SSI*) to give users full ownership and control over their data.
3. **Data-sharing ecosystem:** Create a marketplace where drivers can share data securely with third parties, such as insurers or automakers, for personalized offers or revenue generation
4. **Eliminate data monopolies:** Break down the monopolistic control of vehicle data by car manufacturers, ensure fair access for all stakeholders. Partner with car brands, EU, Insurers, and other mobility partners to establish a robust ecosystem for data exchange.

Milestone-Goal

Develop and launch **a fully functional MVP** that positions WAGOI as the **first Polkadot-powered DePIN for vehicle data**, ensuring compliance with EU regulations and driving innovation in the mobility sector. (*In partnership with **PEAQ**, leveraging their expertise with MoveID, but its core interoperability and smart contracts are fully integrated with Polkadot's **Asset Hub**)*

WAGOI will be the first DePin app on the Polkadot Hub (Asset Hub)

1.2 TL;DR

In February 2024, I, Mario Schraepen, graduated with distinction from the PBA in Hong Kong. I reached the pitch finals with **LinkedCar**, a project I recently rebranded as **WAGOI**. WAGOI tackles the issue of the car manufacturer's unfair claim over vehicle data ownership.

WAGOI's blockchain-based platform is designed to manage and monetize vehicle data for drivers, while ensuring compliance with the EU Data Act ("*The driver is the owner of the data*") and promoting data privacy and ownership.

Passionate about the Polkadot community, I also founded PolkaBiz (supporting various startups) and I am a proud founding member of Permanence DAO.

WAGOI has already secured agreements with 2 major car brands eager to join our platform, accelerating its momentum. Currently, I've been engaging with multiple VCs who love the idea of giving data control back to drivers but hesitate to invest in building the MVP due to my choice to develop on Polkadot.

Despite having signed LOI's and a clickable POC, we lack a functional MVP. That said, **my passion remains with Polkadot.** I'm committed to Polkadot, that's why I'm turning to the Treasury for support. With the **EU Data Act** coming into force in November, timing is critical. My goal is to onboard major car brands by then to capitalize on the window before competitors emerge.

We plan to deliver this project in **2 milestones**. The first milestone is for 5 months with a budget of **$282,000**. The second milestone is a future proposal, is also 5 months and will cost $287,000. After these milestones, we will no longer return to the Treasury for funding; we will transition to self-financing.

With the EU Data Act taking effect in November 2025, I think this is a rare opportunity to leverage regulation to our advantage. Now is the time to establish ourselves as the first mover in the vehicle data market and secure our position.

2. Background & Market Opportunity

2.1 Introduction

In today's world, 96% of all new cars are connected. This connectivity has become a lucrative opportunity for vehicle manufacturers, who are currently the exclusive "owners" of this data. This dominance in data ownership is projected to generate a revenue of $750 billion by 2030. Yet, the driver, the primary source of this data, sees no benefit …

The EU Data Act of 27 November 2023 changes this! This act re-empowers the driver, placing them at the center of vehicle data control. For WAGOI, consumers, and mobility partners – insurers, lease companies, roadside assistance providers, etc – this is a pivotal moment.

On the ***business*** side, the vehicle data challenge has been twofold. Firstly, mobility partners have faced limited or no access to crucial vehicle data, hampering their ability to offer tailored services. Secondly, even when data is accessible, user consent issues often arise, hindering data utilization.

WAGOI's solution uniquely breaks down these data silos, ensuring fair comprehensive vehicle data access while seamlessly managing user consent.

Then there's the issue of vehicle data from the perspective of ***individuals***. It's a significant concern, as 92% of consumers think that vehicle owners should have control over who sees their vehicle's data, yet this isn't what's happening in practice. FIA (*Federation Internationale de l'Automobile*) did in September 2023 a consumer study amongst 11.000 respondents. 61% of respondents do not remember authorizing car data use by their vehicle manufacturer.

By giving individuals control over their vehicle data and the choice of sharing it, WAGOI can empower individuals and emphasize the importance of data privacy. With SSI, users (vehicle owners) control their data without relying on centralized third parties.This approach also supports the ideals of a shared economy, where data can be exchanged securely for mutual benefit and monetization. Following the Privacy by Design principle, SSI ensures that users can verify claims without exposing raw data—enhancing **GDPR compliance** and minimizing unnecessary data exposure.

2.2 Vehicle Data Overview

Users who buy an IoT device generate valuable data, but paradoxically for vehicles, they can't access it. On the other hand, the seller (car manufacturer) freely trades this (private) data for substantial **profits** without any restrictions. This practice is inherently unfair to the consumer, who pays for the hardware and often remains unaware of the data being collected or its nature. It's also unfair to other businesses like insurance companies, tire service centers, and electric car charging stations that could benefit from vehicle data but are forced to deal with the monopolistic control of this data.

The logical **solution** is that the person who generates the vehicle data should control it. This is now becoming a reality thanks to Blockchain technology and the upcoming EU Data Act, set to take effect at the end of 2025. This regulation will require vehicle manufacturers to open up their data to consumers on a platform of their choice. By partnering with these manufacturers early, we hope they will direct their customers to WAGOI's blockchain-based platform. (Polkadot) This approach ensures compliance with the law while requiring minimal effort on the part of the

manufacturers. The WAGOI solution will also coexist alongside the car manufacturer's mobile solution. We will NEVER remotely control the car (e.g., unlocking the car, controlling the temperature, etc.). That's reserved for the car manufacturers.

Provenance is a key element in WAGOI's product. Today's concern, when you buy a used car, would be the car's history – like its service records, accident history, mileage, and ownership changes. Typically, this information can be fragmented, unreliable, or difficult to verify. This is where WAGOI's blockchain provenance comes into play.

Each time the car undergoes servicing or maintenance, the details (the nature of the service, the date, etc) are logged. This creates an unalterable service history. Additionally, the car's mileage is regularly updated, preventing odometer fraud.

In light of the substantial regulatory shifts in Europe that emphasize data ownership rights, the consensus is clear: NOW is the moment for a significant transformation in Vehicle Data Ownership. At WAGOI, our conviction runs deep that vehicle data is a communal asset, not the sole domain of car manufacturers.

2.3 Vehicle Data Process

The vehicle's various sensors and onboard computers collect data about operation, location, performance, and maintenance needs. This data is transmitted in real-time or periodically to servers controlled by the vehicle manufacturer. There are no uniform standards, allowing each manufacturer to determine the data collected.

In the end, the manufacturer maintains control over the data. They may use it for internal purposes like product development or maintenance services. But they may also share or sell data to third parties (e.g., insurance companies, city planners) under the terms they set. Manufacturers often use third parties, called "***neutral servers***". These neutral servers act as intermediaries to standardize, anonymize, and store data from different car manufacturers. Neutral servers are Wejo, SmartCar, Caruso, Echoes, etc. Some of them "hack" the mobile app of the car manufacturer and some of them have agreements with the car manufacturer to resell vehicle data for them.

The arrogance of the car manufacturer regarding data is seen in the fact that they offer different "data-packages" to their customers. BMW offers ConnectedDrive, which becomes a paid services after 3 years (***150 dollar per year***)

In the **future**, based on the EU Data Act, neutral servers as intermediaries will need to change their business model. First, data sovereignty must be respected, meaning that data subjects (in this case, vehicle owners or drivers) retain control over their data. The Act also encourages data portability, allowing users to move their data between different services. Also; operators of neutral servers would need to be transparent about how the data is used and who has access to it. Lastly, they must comply with privacy laws like GDPR.

You feel a shift coming from vehicle to user-centric control. Neutral servers will need to adjust to this user-centric control, which contrasts their current model of selling aggregated data bundles. Same for car manufacturers.

The recent Volkswagen data leak, which exposed sensitive information including the real-time locations of EVs, has sent shockwaves through the automotive industry. This breach underscores a pressing issue: as vehicles become more connected, the data they generate is both incredibly valuable and dangerously vulnerable.

It's also time for the automotive industry to rethink how vehicle data is managed. WAGOI offers a bold, forward-thinking solution that not only addresses current vulnerabilities but also unlocks the immense potential of vehicle data in a way that benefits all stakeholders—manufacturers, regulators, and most importantly, consumers.

As the industry moves forward, the question isn't whether we need a solution like WAGOI—it's how soon we can implement it.

3. Legislation

3.1 Introduction

The most critical aspect of developing a vehicle data platform involves accommodating major automotive global players while simultaneously complying with European legislation. **The technical component is not the most challenging part; rather, ensuring everything aligns with current legislation.**

WAGOI is here to ensure legislation translates into real-world impact. For instance (but not limited to):

- MOBI (*Mobility Open Blockchain Initiative*) has written a business paper on the standardization of vehicle identification, known as VID. (*The ISO VIN-standard combined with W3C's decentralized identifiers (DID's)*) This unique identification will be implemented in the WAGOI platform.

- Integrations must align with evolving European standards. We need to explore options like EDC and Simpl, as Europe itself is in the midst of developing these standards. https://simpl-programme.ec.europa.eu/system/files/2024-09/Simpl_stakeholders_workshop20240704.pdf

- LDES provides a uniform way to exchange open data, based on Linked Data principles. It's also supported by SEMIC (Semantic Interoperability Community Europe)

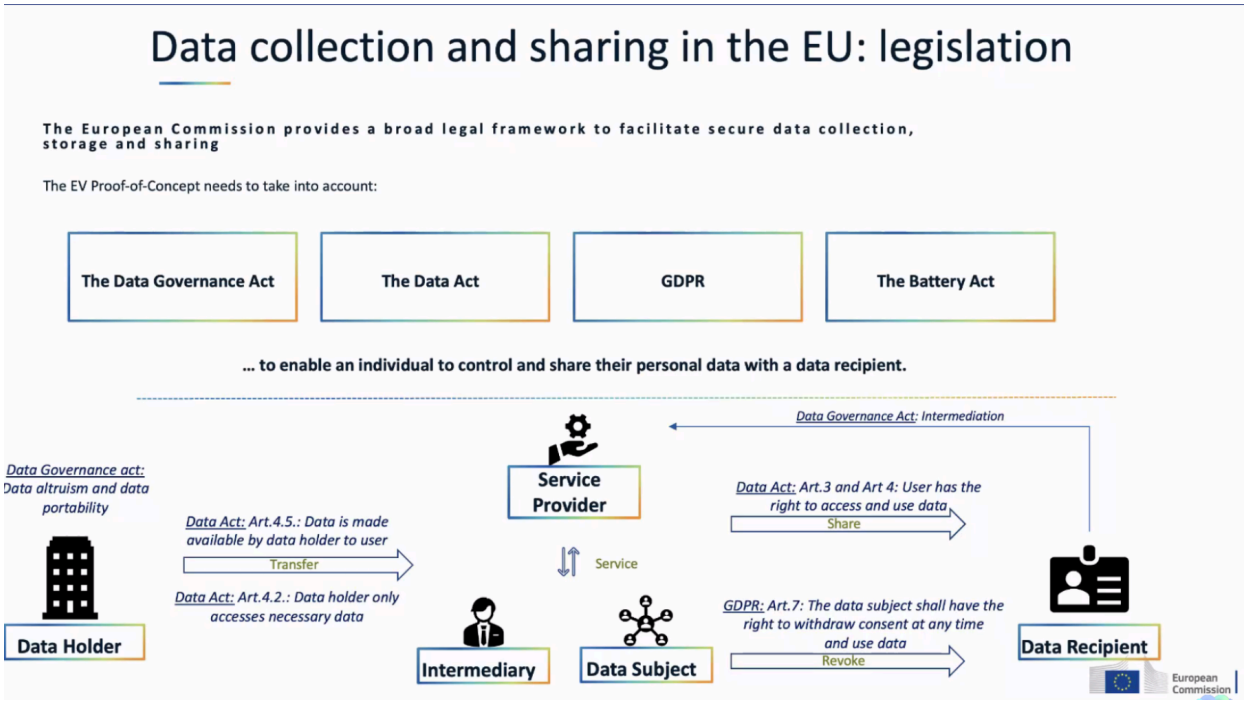
- Europe is developing its own European Data Mobility Space. Today they focus on different data-sets, but an early collaboration could be powerful.

- Europe has introduced the GAIA-X standard. By meeting its criteria, we could be featured in their general communications (similar to Catena-X for the automotive value chain, funded for 200 million Euro), which is a significant opportunity since currently, few companies meet these conditions.

- MobiDataLab has published different studies about data sharing in the EU.

3.2 European Union

Although Europe is engaged with private blockchain initiatives like Hyperledger, we consciously opt for Polkadot. However, to maintain confidentiality, we only employ hashes of the data - so the actual information is not revealed.



In the EU, data collection and sharing are regulated by various key legislations. For the development of the app, we need to consider the following:

Data Governance Act: This law provides a legal framework to facilitate safe data collection, storage, and sharing. Its aim is to improve the availability and interoperability of data while maintaining high standards for data protection.

The Data Act: This is another important piece of legislation that regulates data activities. The law establishes rules and principles for data processing and promotes transparency and accountability in data collection and sharing.

General Data Protection Regulation (GDPR): GDPR is a critical regulation that protects individuals' rights regarding the processing of their personal data. It imposes strict requirements on data controllers and processors to ensure the protection, privacy, and control of personal information.

The Battery Act: This concerns the reuse of batteries to reduce environmental impact.

The AI Act: Guidelines for the use of AI (Artificial Intelligence).

3.3 Gaia-X

GAIA-X is a European initiative aimed at creating a secure, transparent, and interoperable data infrastructure. In the automotive sector, it focuses on enabling **data sovereignty**, secure cross-company data exchange, and collaboration across the value chain. It's also developing frameworks and protocols for data exchange, ensuring compliance with EU regulations like the **Digital Product Passport** and **CO2 tracking** initiatives.

WAGOI's mission to return data control to drivers aligns with GAIA-X principles of data sovereignty. Therefore, we can use GAIA-X's framework to ensure drivers' data is shared securely and only with explicit consent. Also, Catena-X connects major automotive players like BMW and Bosch, offering WAGOI an opportunity to collaborate within a trusted network.

By aligning with GAIA-X, WAGOI can enhance trust, scalability, and integration within the automotive industry.

https://docs.gaia-x.eu/framework/

https://registry.lab.gaia-x.eu/main/docs

4. Target Audience

Vehicle Drivers benefit from blockchain's enhanced security, data privacy, and ownership capabilities offering a new paradigm in how they interact with and control their vehicle data. The selective sharing capability significantly improves privacy and reduces the risk of misusing personal data.

Mobility Stakeholders**,** including car-manufacturers, service providers, and insurers who could leverage vehicle data for various purposes. Service providers can tailor their offerings based on the specific needs and usage patterns of vehicles, resulting in more personalized and efficient services. Same with insurers; by understanding the driving habits and even the frequency of maintenance, insurers can offer more accurate, usage-based insurance policies. (UBI). This allows for fairer pricing models and encourages safer driving behaviors among policyholders.

Leasing companies for example face new challenges in tracking their fleet's performance and value. Traditional touchpoints, like fuel card usage and frequent maintenance checks, fade away, leaving a gap in understanding crucial metrics like mileage. WAGOI unlocks valuable insights into the residual value of vehicles, leveraging data on mileage and charging behavior. The result? An impressive increase in the value of lease-vehicles by 12% at the end of their leasing contract.

The common thread across these stakeholders is the potential for vehicle data to revolutionize how they operate, offering opportunities for innovation, improved efficiency, and enhanced customer value.

In the future, a ***third target audience*** will emerge: Wallet or Smart Contract Developers who are keen on integrating automotive applications that interact with vehicle data. For instance;

- calculating the health of a battery. Drivers could send specific data and, in return, receive valuable information regarding the health of their battery.
- Predictive Maintenance. A decentralized network of mechanics could bid on repair services based on real-time vehicle diagnostics.Through rating, the best maintenance providers stay on top of the list
- Usage-Based Insurance (UBI). Insurance premiums could be dynamically calculated using real-time driving data (speed, mileage, acceleration, braking, etc.). If a driver follows safe driving habits, their smart contract could automatically trigger a lower insurance premium.

These are new industries that are arising as a result of making vehicle data accessible.

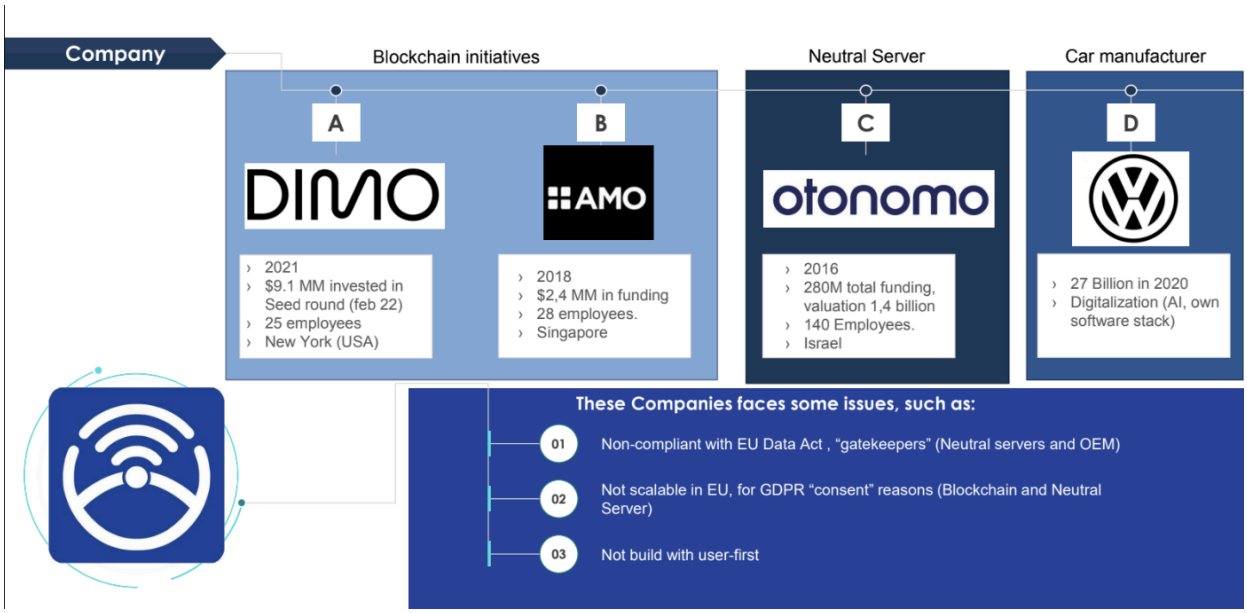
But wait … Why would a car manufacturer freely hand over their data?

Sure, there's the EU Data Act that mandates it, but there's more to it. Our platform is designed in a way that when a consumer shares data, we pass a portion of the subscription fee back to the originator of the data. For instance, if a consumer shares their mileage with their insurance company, leasing firm and tire center, the car manufacturer gets paid 3 times. And if a consumer shares their latest maintenance record, the dealer who provided that data also gets compensated. This model breaks down data silos, generates value for all involved and **ensures that every contributor gets a fair share**.

5. Competitors

Vehicle data platforms represent a specialized niche. Within ecosystems like Ethereum, projects such as VINchain or DIMO are present; however, there's **currently a lack of focus on critical areas like interoperability, scalability, and compliance with legislative frameworks** like the EU Data Act or automotive industry standards (such as Gaia-X). This scenario presents a significant opportunity for WAGOI, but it's evident that we need to be the first to market to truly make a difference.

For context, DIMO in the United States [raised $9 million] in a seed round a few years ago.



6. Team

- *Mario Schraepen*
  Project Manager
  https://www.linkedin.com/in/marioschraepen/

- *Luke - Baruch Fishman*
  Lead Developer & co-founder at Jamixir (JAM implementation)
  https://www.linkedin.com/in/baruch-fischman/
  https://github.com/daiagi

- *PBA developers (not assigned yet)*

Experts:
- *PJ : https://www.linkedin.com/in/hellofillip/*
- *Dave Hoogendoorn : https://www.linkedin.com/in/dhoogendoorn/*

Mobile development:
- external team

7 Implementation Plan

1. Problem Statement

- **Data Ownership Gap**: Manufacturers profit from vehicle data while drivers have no access or control.
- **Limited Interoperability**: Mobility partners struggle to access meaningful data, restricting innovation.
- **Consumer Demand for Privacy**: A majority of drivers desire control over their vehicle data but lack mechanisms to exercise it.

2. Proposed Solution

WAGOI provides a Polkadot-based platform that enables:

- User ownership of vehicle data via decentralized identifiers (DIDs) and verifiable credentials.
- Secure data-sharing with consent using smart contracts.
- Monetization opportunities for consumers and stakeholders.

3. Expected Results

- Increased transparency and trust in vehicle data management.
- Active partnerships with automakers, mobility providers and regulators.
- Financial empowerment for drivers through data monetization.

4. Measurable Success Metrics

- **Q2 2025**: Beta platform launch for test-users and selected car-brands and insurers.
- **Q3 2025**: Five strategic partnerships with insurers or automakers and GAIA-X certification.
- **Q4 2025**: Public platform launch, compliant with EU Data Act, GDPR and GAIA-X standards for 10.000 users.

8 Milestones/Cost Breakdown

We plan to deliver this project in **2 milestones**. The first milestone with a budget of $282,000. The second milestone will also be 5 months and will cost $287,000. After these milestones, WAGOI will transition to self-financing, generating revenue through transaction fees, and partnership deals.
The project involves developing and launching the WAGOI platform, focusing on blockchain integration, mobile app development, and establishing a marketplace for vehicle data.

Milestone 1 (5 months, $282,000):

Objective: Develop the core blockchain infrastructure, smart contracts, and mobile app, ensuring compliance with EU regulations.

Key Deliverables:

1. **Blockchain Infrastructure:** Develop the core blockchain components, including smart contracts for data sharing and monetization.
2. **Mobile App:** Create a user-friendly mobile app for data visualization and consent management.
3. **Regulatory Compliance:** Ensure the platform aligns with the EU Data Act, GDPR, and GAIA-X standards.

4. **Tesla Integration:** Launch a beta version with Tesla integration and onboard early users.

Budget breakdown Milestone 1

WBS NUMBER	TASK TITLE	TASK OWNER	DURATION (days)	AVERAGE COST
A.1	**Functional Project Definition**		**44**	**$60,750.00**
1.1	EU Compliance & GDPR	Jonathan	7	$8,400.00
1.2	GAIA-X compliance	Kai, PJ	18	$28,800.00
1.3	Authentication (EUDI)	Jonathan	5	$8,000.00
1.4	Smart Contracts marketplace	Luke, Ext	9	$10,800.00
1.5	Business Analysis document	Dave	5	$4,750.00
A.2	**Technical Project Definition**		**33**	**$30,450.00**
2.1	UX/UI finetuning Flutter based on mockups	Ext	9	$8,100.00
2.2	Blockchain & off-chain components	Luke	5	$3,400.00
2.3	Tokenomics smart-contracts model	Jonathan	9	$10,800.00
2.4	Tesla API's	Luke	5	$3,400.00
2.5	Technical Solution Design Document	Dave	5	$4,750.00
B.3	**Development**		**186**	**$142,060.00**
3.1	Blockchain incl Smart Contracts	Luke, Ext	58	$39,440.00
3.2	OffChain (AWS): -Tesla API integration -Data normalization and merkalization -Persistence and scaling -REST and WS (WebSocket) APIs for user and enterprise endpoints -Data exchange and settlement	Ext	29	$26,100.00
3.3	Flutter - Mobile App Drivers	Ext	38	$28,500.00
3.4	Flutter - Mobilty Partners	Ext	34	$25,500.00
3.5	API connections Car manufacturer	Luke	19	$12,920.00
3.6	MVP test version	Jonathan	8	$9,600.00
C.4	**Launch**		**19**	**$16,800.00**
4.1	pre-launch website/marketplace	Mario	5	$4,000.00
4.2	Marketing early adopters & carbrands	Mario	10	$8,000.00
4.3	Beta Go live Appstore and Playstore	Jonathan	4	$4,800.00
			282	**$250,060.00**
		Project management 10%	**28.2**	**$31,584.00**
		Total	**310.2**	**$281,644.00**

Milestone 2 - *future proposal* (5 months, $287,000):

Objective: Expand platform features, secure partnerships, and launch the full public platform.

Key Deliverables:

1. **Dynamic Data Streaming:** Enable real-time data streaming for enhanced user experience.
2. **Partnerships:** Secure agreements with 5+ mobility stakeholders (insurers, automakers, etc.).
3. **Public Launch:** Launch the full public platform and begin scaling the user base.

This project funding we seek is vital to achieve rapid market penetration, ensuring we're not just in the race, but leading it. Our ambition was already shared with Polkadot on the Polkadot Podcast, and now, it's all about crossing that first milestone: showcasing this platform ! We believe this platform will significantly enhance visibility for Polkadot.

9 Technical Details

Polkadot will be the backbone for WAGOI - with a big focus on **Asset Hub smart contracts.** PEAQ will provide DID functionality.

Key Pillars

- **Data Integrity:** Merkle Mountain Ranges (MMRs) for tamper-resistant data verification
- **Privacy-Centric Design**: Only cryptographic proofs and a hashed VIN are stored on-chain.
- **Gaia-X Integration:** Enhanced trust through Verified Credentials (VC)

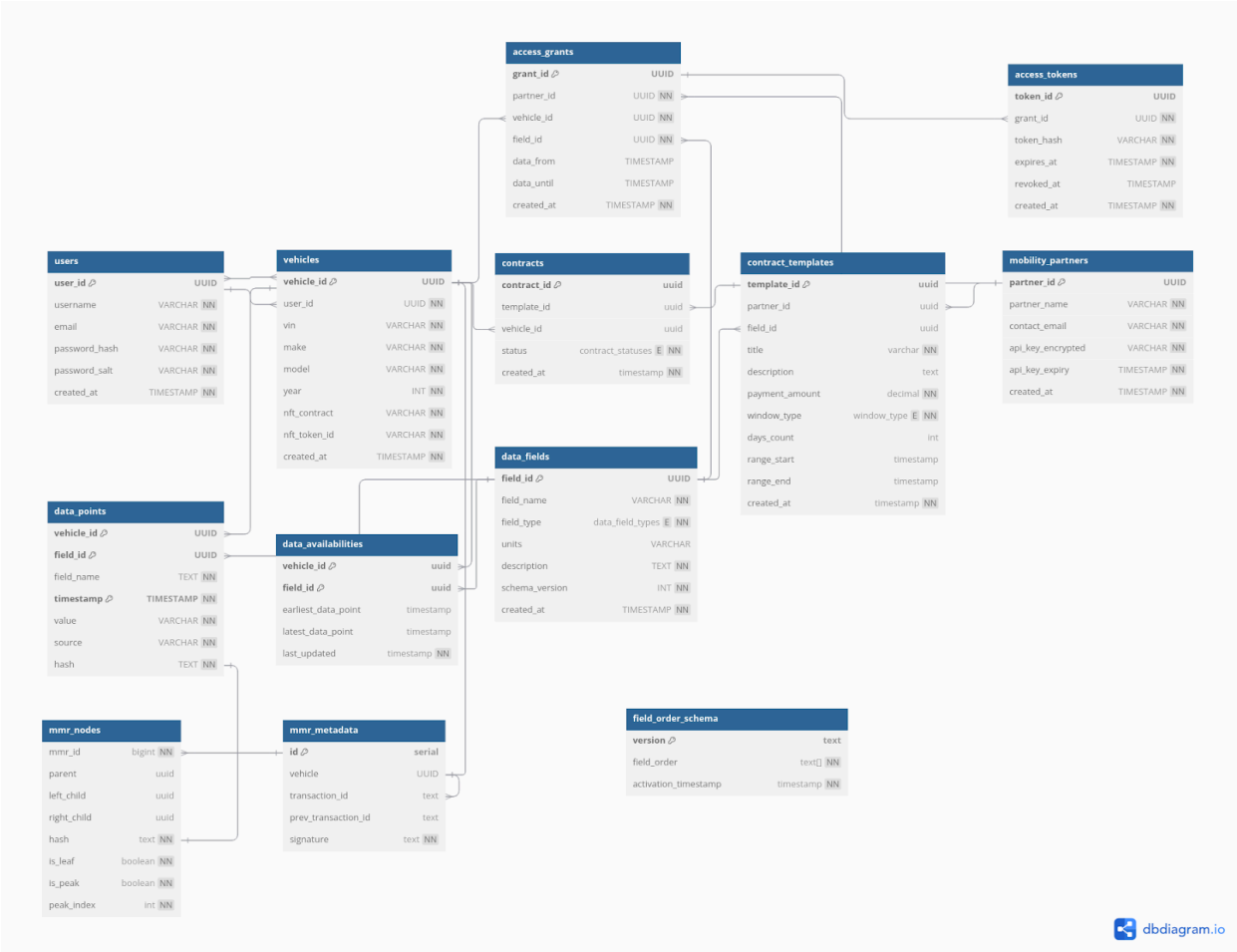
- **Marketplace Enablement**: Drivers can monetize their data while requesters receive tamper-proof data with cryptographic verifications.

High-Level Overview

- Hybrid Web2/Web3 architecture
- Off-chain data storage with on-chain proofs
- Sign proofs using Gaia-x Verified Credentials
- Asset Hub

Key Components

1. **Web2 Service / DB**
    - Collects and stores vehicle data
    - Maintains MMR data structure for data verification
    - Provides data access to authorized buyers
    - Manages database of vehicles, users, and data points



2. **Smart Contract**

2.1. Approval Contract

- Verifies driver authorization via DID Registry
- Records driver and Wagoi approvals for trades
- Links to Trade Contract for payment execution

2.2. Trade Contract

- Maintains trade state (created, paid, completed)
- Links buyer, seller, and trade amount
- Stores trade details needed for payment execution

2.3. Payment Contract

- Executes cross-chain token transfers
- Verifies trade existence and approvals before payment

2.4. DID Registry

- Maps vehicle VINs to on-chain identifiers
- Records authorized controllers (wallets) for each vehicle
- Provides authorization verification for contracts

3. **Polkadot Hub (Asset Hub)**
    a. - Handles WAGOI asset transactions (in future : tokens)
    b. - Stores MMR roots for data verification
    c. - Processes cross-chain payment messages

Core Processes

VIN Validation & DID creation

1. **VIN Validation**
    - Upon registration, a car's VIN is validated against a trusted state database/API (e.g., national vehicle registries).
2. **DID creation**

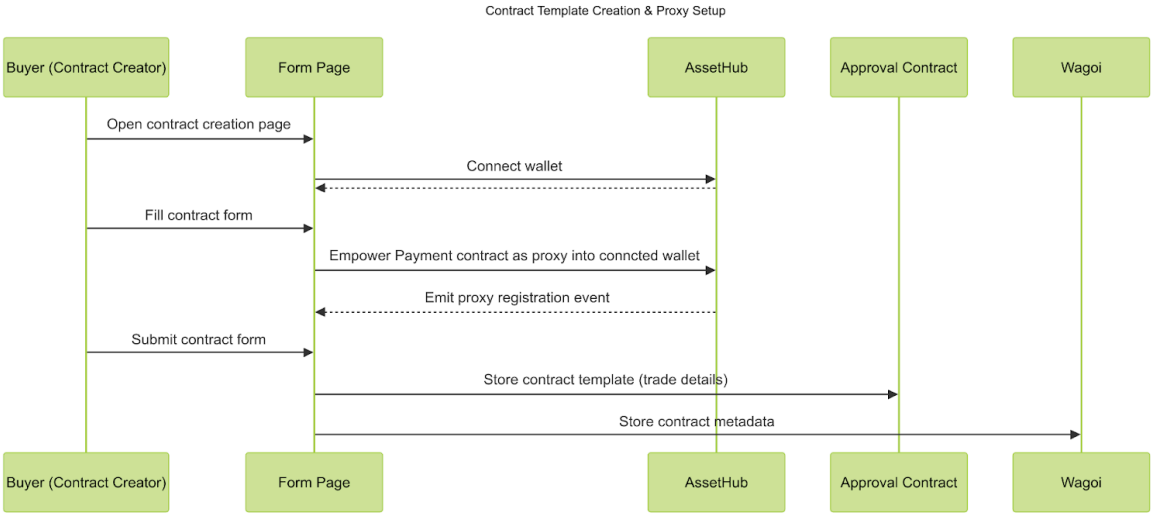
- Create a DID document representing the vehicle on chain
- Metadata: VIN hash
- Linked to the Database via the VIN Hash, without exposing it publicly

Data Collection & Storage

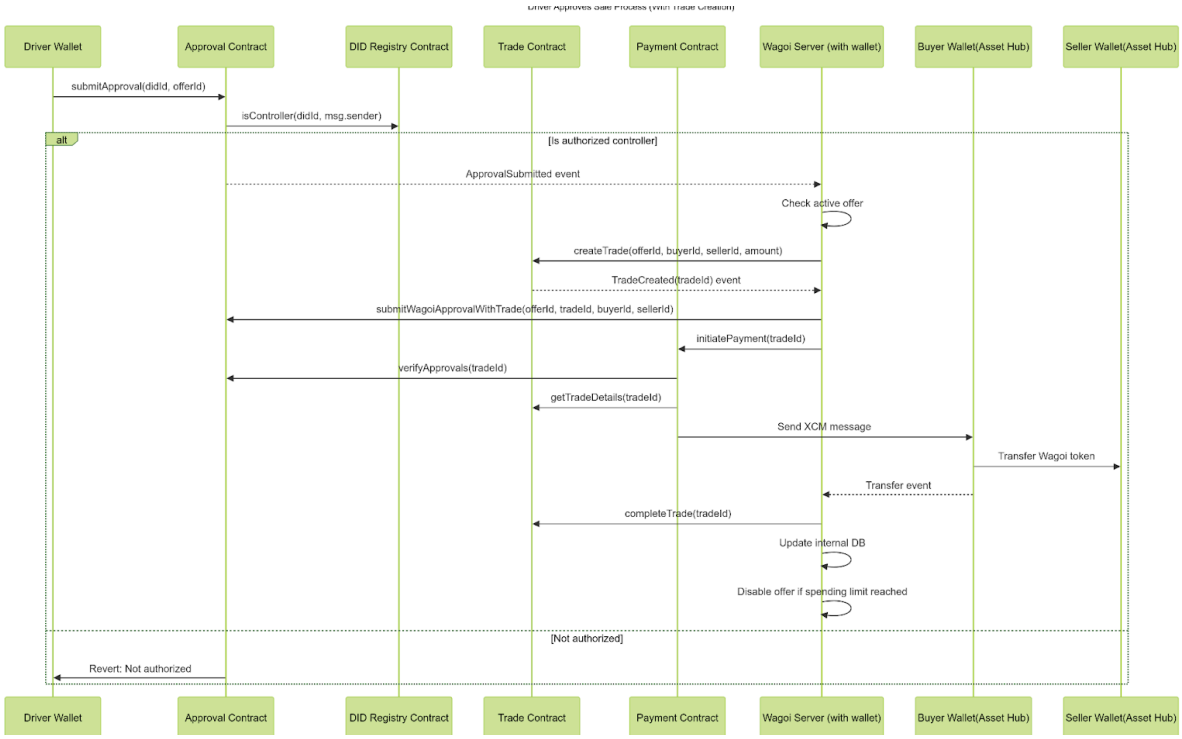
1. **Data Ingestion**
    - Periodic vehicle data polling
    - Unstructured data can be submitted via Data ingestion endpoint
    - MMR updates and peak calculations
2. **Storage Strategy**
    - Off-chain: Complete vehicle data
    - On-chain: Cryptographic proofs and metadata

Data Sharing & Marketplace

1. **Contract Template Creation**



2. **Data Sale and Payment**



DID Example

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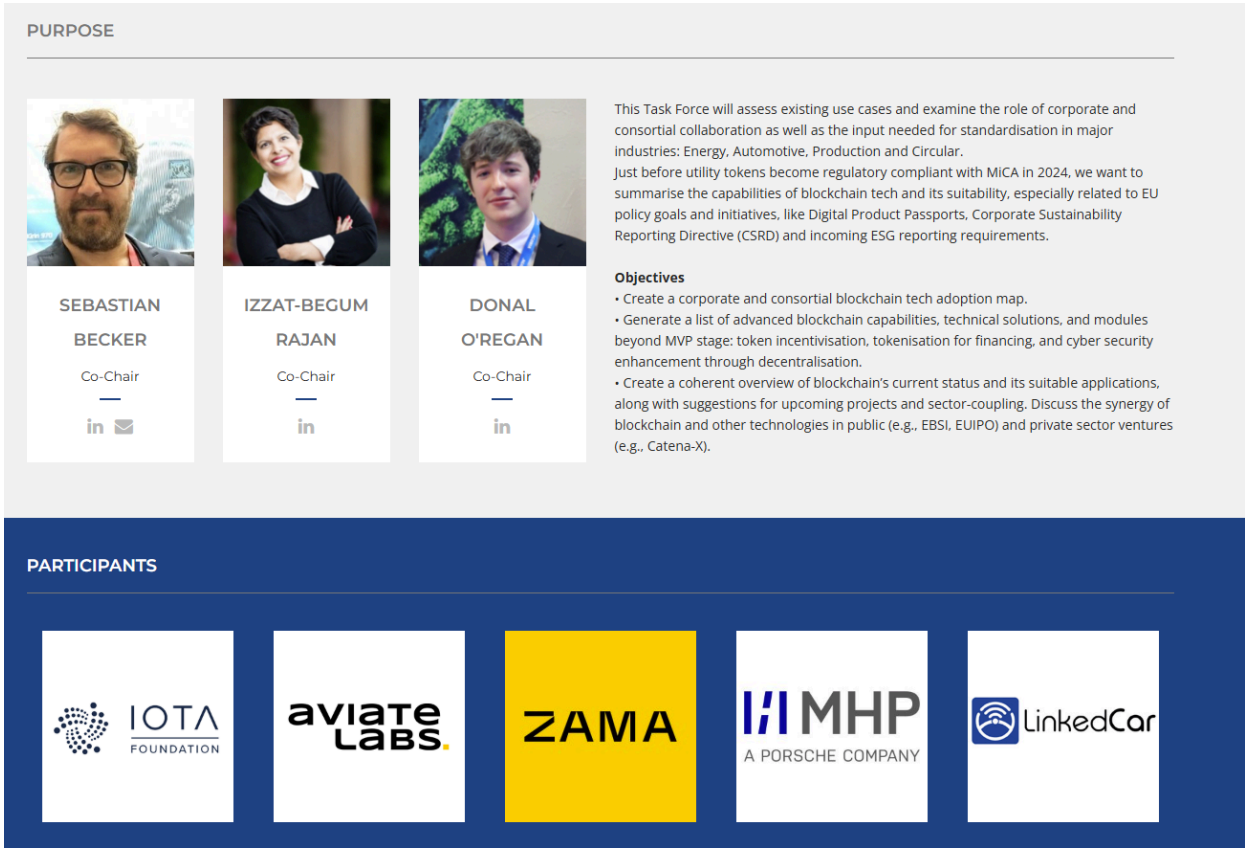
    "proof": {
        "type": "JsonWebSignature2020",
        "created": "2025-01-31T12:00:00Z",
        "proofPurpose": "authentication",
        "verificationMethod": "did:wagoi:wagoi#keys-1",
        "jws": "<signature>"
    }
  }
}
```

10 Why WAGOI ?

WAGOI (formerly LinkedCar) has already solidified its position in the automotive industry, standing shoulder to shoulder with giants like **Ford, BYD, Nissan, BMW, Toyota, Renault, and Michelin** as proud members of Fisita. We're also deeply embedded in the blockchain world as a member of INATBA, where we've contributed to key thought leadership pieces on blockchain in the automotive sector.

https://inatba.org/industrial-blockchain-task-force/



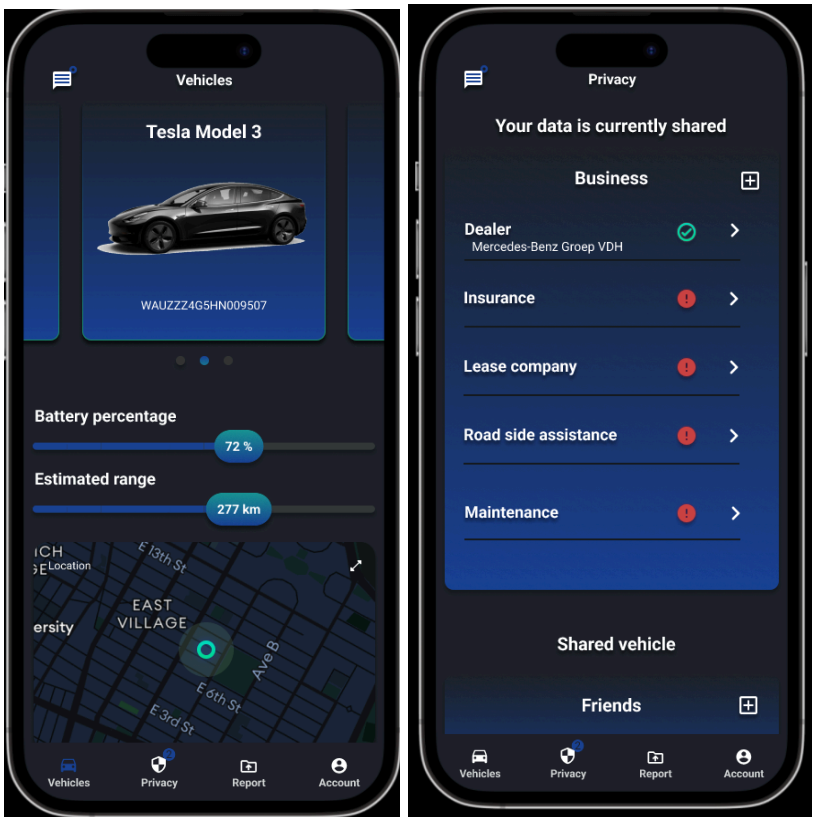
Mario Schraepen is a serial entrepreneur, graduated with distinction from the PBA in Hong Kong. He's been in the automotive industry for the last 7 years. Recognizing the intricate web of European data exchange legislation, we're aligning with top-tier blockchain lawyers and GAIA-X experts to ensure our product doesn't just excel technically but thrives in real-world application.

By harnessing Mario's extensive EU network, we're positioning WAGOI as a flagship initiative that puts Europe on the global innovation map. Our partnerships speak volumes—associate partner of Chaise, the Data Spaces Support Centre, contributing member of INATBA and MyData—all strategically aligned to build a future-ready ecosystem.

The rebranding to WAGOI symbolizes our commitment to Web3 and our alignment with the Polkadot ecosystem.

Useful links :

Polkadot Forum Discussion Post
Mockups
Flutterflow demo



11 Conclusion

At WAGOI, we are **fully committed to building on Polkadot**—no compromises. We firmly believe in our ability to disrupt the $750 billion vehicle data market.

To achieve this, we've structured our plan into two strategic milestones. With this treasury proposal, our focus is on delivering **Milestone 1** (€282K)—the foundation upon which we will build the future of automotive data in the Web3 era.

With WAGOI you get :

> **First-Mover Advantage:** WAGOI will be the first Polkadot-powered DePIN for vehicle data, driving enterprise adoption and positioning Polkadot as a leader in the mobility sector.

Revenue Potential: WAGOI's marketplace will generate significant value for drivers, stakeholders, and the Polkadot ecosystem.

Regulatory Compliance: WAGOI aligns with EU regulations, ensuring long-term sustainability and trust.

WAGOI is for us a movement to **reclaim data ownership**. Hey, even **Vitalik** tweeted about it when we did our pitch (*and got 700,000 views!*) 😀

vitalik.eth
@VitalikButerin

Reminder: modern cars are highly networked computers and are a privacy nightmare.

Very under-explored sector for privacy improvements. Some "fancy ZK" but also some plain boring "collect and track less stuff please".

From foundation.mozilla.org

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