

High-speed transportation and infrastructure solutions for the US



uSky Tech

Photo: Belarus Project

Overview

Who we are

uSky Tech — U.S. entity with exclusive licensing from Unitsky String Technologies (uST) to deploy elevated high-speed transportation in North America.

What we're doing

Raising \$200M to complete the U.S. Demonstration & Testing Hub (Colorado) and launch the first Denver ↔ Albuquerque corridor (350+ mph).

Why it matters

Aging U.S. infrastructure, limited rail buildout, strong investor appetite for scalable transportation solutions

Business model

Technology provider with five revenue streams: Engineering, Rolling Stock, Control Systems (ACS/AI), Licensing, Royalties & Maintenance.

Traction

200+ patents, proven test centers in Belarus and Sharjah, UAE.
Exclusive U.S. rights secured.



19th century:
Railroads



20th century:
Road transport and
aviation



21st century:
String transport –
breakthrough transport and
infrastructure industry

Infrastructure Opportunity

Speed, Cost, Land

Speed

U.S. lags global peers on fast, reliable intercity rail; only ~456 miles of medium-speed lines in service

Cost

Americans lost ~43 hours/driver to traffic in 2024 (~one work week), costing \$771 per driver; \$74B nationwide.

Land

Minimal footprint / elevated alignment eases right-of-way acquisition and reduces disruption.

Consequences

Costly congestion, limited regional labor mobility, freight constraints, high emissions baseline

Stakeholders affected

Commuters, shippers, state/federal agencies, taxpayers

Hours delayed in Traffic Congestion

per driver in 2023



The US is Lagging behind: only 456 miles

China

The entire HSR network length:
16700 miles

Speed: up to 230 mph



~2.3 billion passengers annually, reducing short-haul flights and cutting transport emissions.

Taiwan

The entire HSR network length:
220 km

Speed: up to 220 mph



Cut Taipei–Kaohsiung travel from 4.5 hours by car to 1.5 hours, boosting regional productivity.

Japan

The entire length of HSR
network+maglev: 2240 miles

Speed: up to 225 mph



Shinkansen has moved >10B passengers with zero passenger fatalities; unlocked commuting between cities 300+ miles apart.

Spain

The entire HSR network length:
2460 miles

Speed: up to 190 mph



Madrid–Barcelona air traffic dropped ~40% after AVE launch; HSR became the dominant mode on the corridor.

Major Delays for High-Speed Rail Projects in the US:

U.S. high-speed rail projects have been repeatedly held up by land acquisition disputes, environmental permitting, escalating construction costs, and political opposition — not by lack of demand or technology.

Project	Status	Cost	Length	Speed
Dallas–Houston	in review since 2016	\$30B	236 miles	Up to 200 mph
Atlanta–Charlotte Rail Line	In review since 2019	\$8.4B	274 miles	Up to 220 mph
California	under construction	\$128B	1200 miles	Up to 220 mph

Market Opportunity

Total Addressable Market (U.S. Intercity Market Potential):

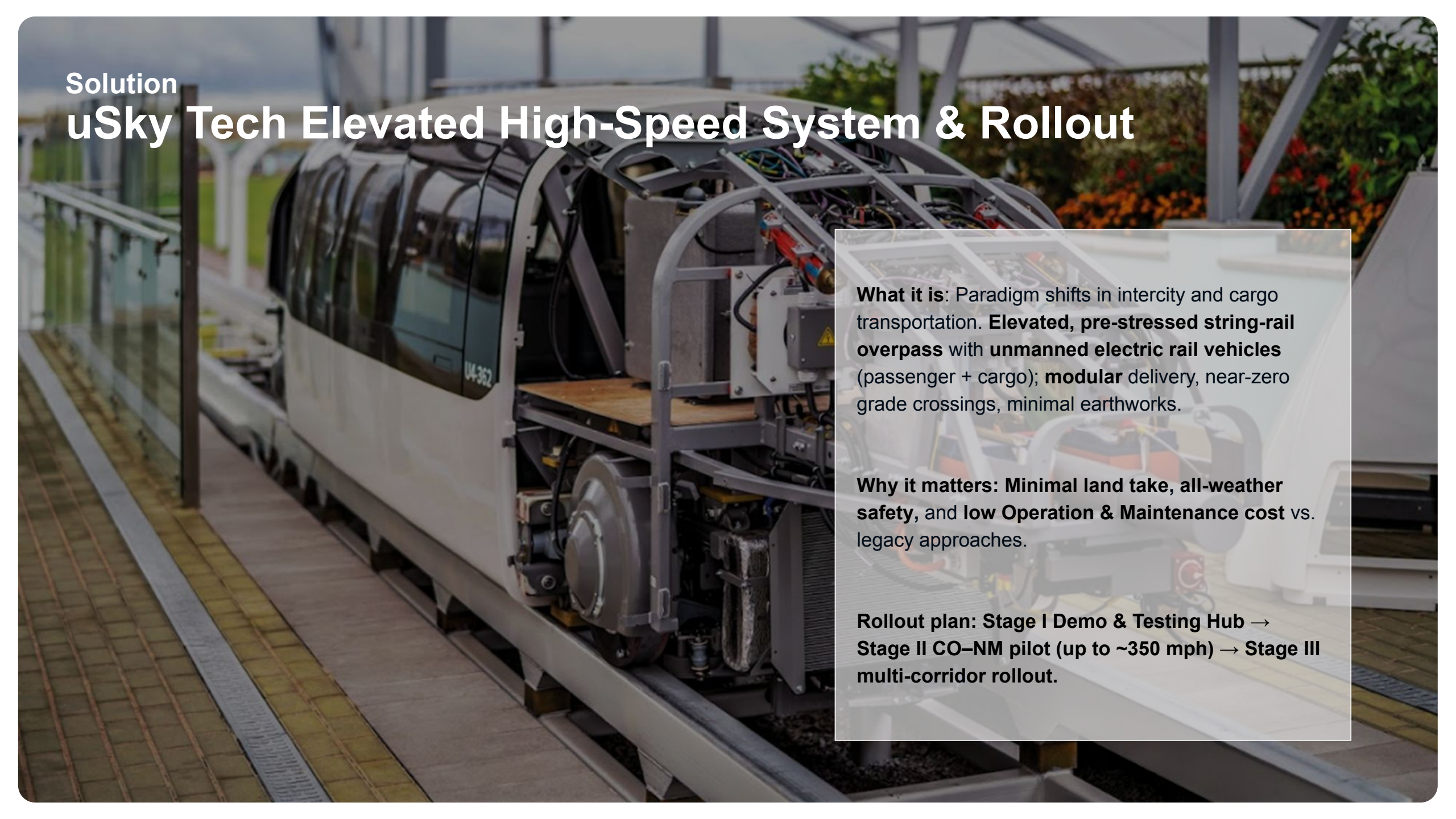
- ❖ Anchor: **national pipeline identified by FRA's Corridor ID** (69 corridors across **44 states**).
- ❖ Working build-cost band: **\$55M–\$150M per mile** (U.S. benchmarks).
- ❖ Directional TAM: **~1,000–2,000 mi** plausible → **~\$55B–\$300B** total build value.

Serviceable Addressable Market (U.S. Corridors Under Discussion/Planning):

- ❖ Focus: early U.S. intercity corridors advancing through federal processes (subset of Corridor ID).
- ❖ Sizing assumption: **~700–900 mi** across **3–4** near-term corridors.
- ❖ **Implied SAM: ~\$39B–\$135B** at **\$55M–\$150M/mi**.

Serviceable Obtainable Market (uSky Capturable Scope):

- ❖ **Demo Hub + 1–2 corridors** in first 36–48 months (CO–NM)
- ❖ **Cost band: \$55M–\$150M/mi**. Low anchor from **Brightline West** public budget **\$12B** over **~218 mi** ⇒ **≈\$55M/mi**.
- ❖ **Implied build value for SOM: ~\$32B–\$88B**

A white, aerodynamic high-speed rail vehicle is shown on an elevated track. The vehicle has a large glass window and the number 'U4-352' is visible on its side. The track is made of metal rails on a concrete base. In the background, there are some green plants and a building.

Solution

uSky Tech Elevated High-Speed System & Rollout

What it is: Paradigm shifts in intercity and cargo transportation. **Elevated, pre-stressed string-rail overpass** with **unmanned electric rail vehicles** (passenger + cargo); **modular** delivery, near-zero grade crossings, minimal earthworks.

Why it matters: Minimal land take, all-weather safety, and low Operation & Maintenance cost vs. legacy approaches.

Rollout plan: Stage I Demo & Testing Hub → Stage II CO–NM pilot (up to ~350 mph) → Stage III multi-corridor rollout.

uSky Tech Advantage



Safety & All-Weather

- Elevated guideway + pedestrian service walkways on both sides
- Automated control + AI to reduce human-error incidents
- Multi-layer anti-derailment system
- Operates in heat, cold, storms, snow/ice/fog; designed for seismic/coastal risk envelopes

Quantified Advantages

- Materials: up to 15× lower material consumption vs traditional rail structures
- Land: up to 98× lower land use footprint (elevated guideway)
- Energy: up to 5× lower energy use vs other modes (electric, steel-on-steel)
- Unit economics: designed for low maintenance vs road/aviation infrastructure

Effectiveness of the uSky Tech Pilot Project

Route
CO > NM



The fastest and most convenient mode of transportation



Affordable ticket prices



Maximum comfort during the journey – no long stops or transfers



The highest level of safety and reliability of the uST transport system



High level of eco-friendliness – no CO₂ emissions or other exhaust gases

Parameters	uST High-Speed Complex	Train (with transfers)	Bus	Car	Airplane
					
Distance	345 miles	472 miles	396 miles	383 miles	347 miles
Average trip duration	1 hr 30 min	9–13 hrs	9–12 hrs	6–8 hrs	1 hr 30 min (+1 hr for check-in and +1 hr for travel to/from the airport)
Frequency of service	from 1 min	1–3 times a day	5–15 trips	On demand	35–50 flights (one way)
One-way fare	\$25 – \$50	\$56 – \$190	\$30 – \$110	\$70 – \$100 (gasoline)	\$65 – \$270
CO ₂ emissions	None	86 lbs/passenger	93 lbs/passenger	196 lbs/passenger	247 lbs/passenger

Business Model

Exclusive Technology Provider

Sell technology + know-how; local partners handle construction & operations

One Time Revenue

Engineering/Licensing — surveys, design, structural drawings (upfront/milestone fees)

Rolling Stock — vehicles & subsystems (one-time sales; option for local assembly)

Control Systems — design, production, installation (contracted fees)

Recurring Revenue

After-sale — software updates, spare parts, maintenance inspection & staff education;

Royalties — per-ticket or % of fare;

Fiber optic/Power* — channeling through the uST transport infrastructure

Go-to-MarketHub → Partnerships → Scale



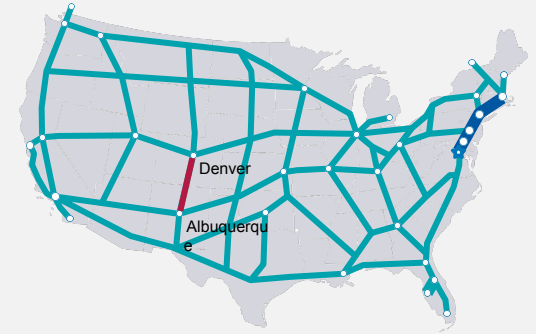
Stage I U.S. Demonstration & Testing Hub Colorado

- **Site:** ~471-acres lease (completed); 21 miles long test track, permits/engineering ~6–9 months
- **Purpose:** certification, stakeholder rides, showroom; set up warehouse/showroom
- **Proof:** leverage Sharjah Test & Certification Center (UAE) for reference visits while U.S. hub completes



Stage II Partnership-Led Delivery (State by State)

- Appoint **exclusive state partners** (e.g., large infra/business groups) to manage financing, GR, EPC
- uSky Tech provides **engineering, rolling stock, control systems, license, supervision**; partner runs local delivery
- Pattern already used with **India (Isky)** and **Taiwan (Sky Taxi)**; replicate in U.S. markets

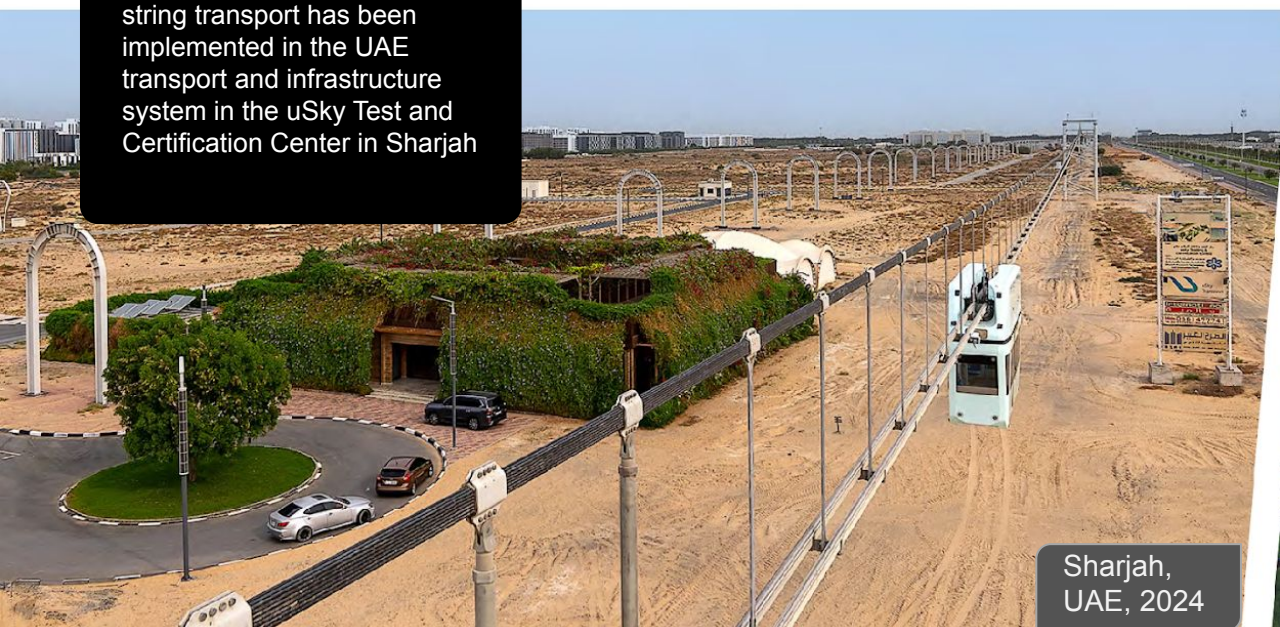


Stage III Corridors & Scale: Major potential routes in green

- Target pilot corridors (DEN-ABQ) post-hub certification; repeatable frame agreements
- Each corridor adds recurring royalties + maintenance contracts; compounding revenue profile

U.S. Demonstration & Testing Hub Colorado

The technical concept of uST string transport has been implemented in the UAE transport and infrastructure system in the uSky Test and Certification Center in Sharjah



Sharjah,
UAE, 2024

- 2 passenger stations with service workshops
- Control room
- 2 types of string rail overpasses
- 3 models of passenger and cargo uPods with a capacity from **4 to 25 people**, with a load capacity of up to **38.6 tons**

Innovative and technological uST solutions are implemented in the EcoTechnoPark Test and Demonstration Center located in Maryina Gorka (Republic of Belarus).



Maryina Horka,
Belarus, 2020

- 2 passenger stations with service workshops
- 6 landing platforms
- Control room
- 5 types of string rail overpasses
- 12 models of passenger and cargo uPods with a capacity from **2 to 48 people**, with a load capacity of up to **11 tons**

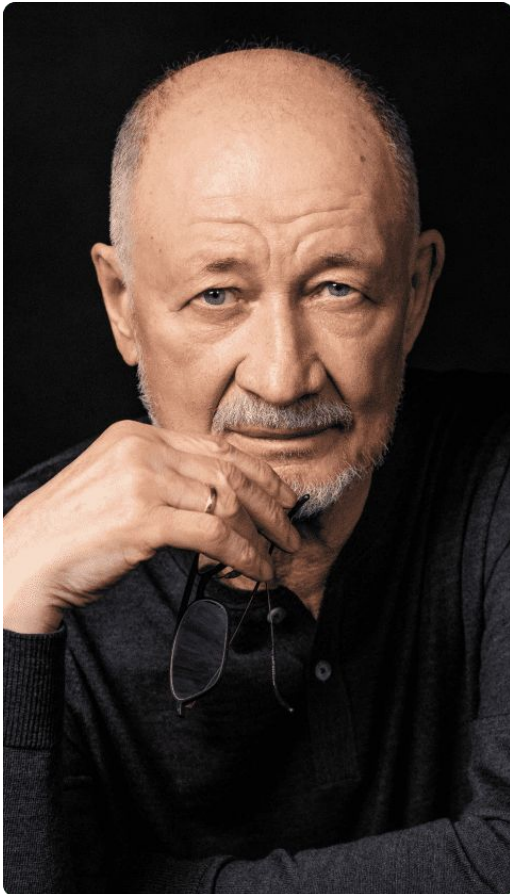
Initial Project Scoping: Albuquerque–Denver High-Speed Line

- **Route:** Albuquerque (NM) ↔ Denver Airport (CO)
- **Length:** 350 miles (563 km) with stops in **Pueblo** and **Colorado Springs**
- **Travel Time:** ~1h 25m end-to-end (vs 6+ hours by car)
- **Speed:** Operational 350 mph
- **Stations:** Open platforms with waiting halls, ticketing, retail; technical depots for maintenance
- **Purpose:** Flagship U.S. corridor envisioned by USHSR for Phase 2 national buildout
- **Rolling Stock:** 68 autonomous high-speed pods, 20 passengers each
- **Capacity:** 1,700 passengers/hour, **34,000/day**
- **Timeline:** ~3–5 years from concept design → certification → operations



Anatoli Unitsky

Founder of Unitsky Group of Companies



200+

scientific
works

20+

scientific
monographs

200+

inventions

40+

international
diplomas

- Creator of the breakthrough engineering technologies in transport, construction, energy, urbanization and agriculture
- Engineer, author and general designer of the string transport systems
- Chairman of the Board of Directors of Unitsky String Technologies Inc. engineering company
- Author of uSpace program, developer of the “General Planetary Vehicle” geospace non-rocket logistics
- Project manager of two UN projects
- Member of the Transportation and Development Institute of ASCE, Member of the Engineering Mechanics Institute of ASCE, Member of the Coasts, Oceans, Ports and Rivers Institute of ASCE, Member of the Architectural Engineering Institute of ASCE, Member of the Environmental and Water Resources Institute of ASCE

Unitsky

Unitsky Group of Companies is an international group of companies offering high-speed passenger and cargo **transport solutions**.

Its ecosystem comprises of **20+** scientific, research, design, production, construction, agrobiological, agricultural and marketing entities in 7 countries.

The group employs **1,000+ engineers and researchers** who will support the complete development cycle of uST high-speed transport and infrastructure complexes.

Numerous offices worldwide:

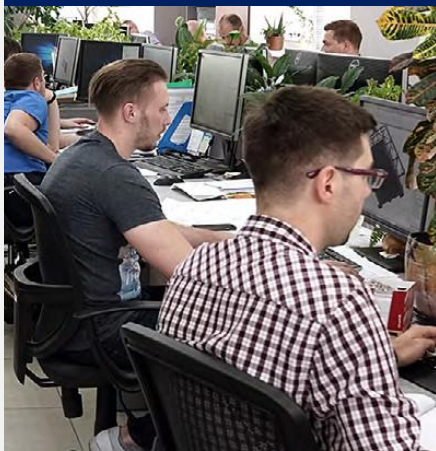
- uDiscovery DMCC (Dubai, UAE)
- Unitsky Nunsatara (Jakarta, Indonesia)
- Unitsky String Technologies Ltd. (Moscow, Russia)

Project Office Minsk, Belarus



600+

specialists of various fields:
engineers, designers,
technicians, logisticians,
builders, economists and
others.



Scope of activity:

- Design and research
- Development
- Science
- Commercial projects

Production Complex Minsk, Belarus

3,590+

square yards
of production premises



200+

Specialists

Modern high-precision
equipment



Industrial development of technological solutions, basic components and know-how for transport and infrastructure complexes, including a full cycle of small-scale production of the electric vehicles on steel wheels.

- Production of components, parts and nodes, including electric motor-wheels, traction motors, electric energy storage units, etc.
- Testing of mechanical units, equipment and electronics of particular systems (bogie, automated doors, air conditioning system, etc.) and the assembled uPods in general.
- Testing of the industrial samples, commissioning and certification work.

Management team



Dr. Anatoli Unitsky
Founder & General Designer

Inventor of uSky transport technology with 200+ patents. Approves every technical decision, ensuring innovation, safety, and engineering excellence.



Gerritt Schutt
CEO

Former U.S. Air Force Lieutenant Colonel and seasoned executive with 36 years of leadership in global technology and large-scale infrastructure. Leads uSky Tech's U.S. expansion and investor relations.



Maxim Gusev
COO

Director of Project Management & Business Development. International project leader with 10+ years' experience delivering high-value programmes (\$50k–\$200M) in automotive, mobility, and infrastructure. Currently driving partnerships, investments, and engineering of uSky Tech's high-speed Hub in the U.S.



Alina Yavtushenko
Director of Liaison

Business developer and communications strategist. Connects global offices, manages investor relations, and leads marketing and outreach.

Ask and use of funds: \$200M

Development Budget Deployed in three Phases

Q1Y1	Q2Y1	Q3Y1	Q4Y1	Q1Y2	Q2Y2	Q3Y2	Q4Y2	Q1Y3	Q2Y3	Q3Y3	Q4Y3
Phase 1		Phase 2				Phase 3					

	Phase 1	Phase 2 (blds)	Phase 3 (urban)
Land Plot Acquisition and Preparation	\$21.25M	\$4.5M	\$6.75M
Project Design and Engineering	\$33.7M	\$42.2M	\$8.1M
Electric Rolling Stock Engineering, Preparation and Installation	\$17.33M	\$165M	Sales funded
Hub Operating Expenses	\$17.65M	\$34.6M	Sales funded
Total	\$90M	\$246M	Sales funded

uSKY Tech Pilot Route Denver - Albuquerque

Financial Projections

~\$6.95B CAPEX

including design, engineering, overpass, ACS, power, and permits

~\$20M per mile

Cost Efficiency , vs U.S. peers at \$30–130M/mi
(Brightline, CA HSR)

≈ \$400M

Net profit for uSky Tech over 15 years (≈\$1.1M/mi)

uSky Tech Revenue Streams

- Design & Engineering: \$800M
- Rolling Stock : \$75M (62 pods)
- Control Systems (ACS): \$800M
- Special Works & Supervision: \$200M
- License & Royalty: \$70M
license fee + 5% of ticket revenue for 10 years



Rendering of uST High-Speed Transport Hub by uSky Tech



1. The section of uST high-speed cargo and passenger complex (speed is up to 350 mph; the design capacity is up to 100 million passengers and up to 100 million tons of cargo per year).
2. uST rapid passenger line (speed is up to 100 mph; the design capacity is up to 50 thousand passengers at rush hour).
3. uST rapid cargo line (speed is up to 100 mph; the design capacity is up to 100 million tons of cargo per year).
4. uST cargo line for continuous transportation of bulk cargoes (uTrans; speed is up to 20 mph; the design capacity is up to 100 million tons of cargo per year).

5. uST cargo and passenger transport and infrastructure
6. Agrobio-production facility (uTerra organic fertilizer production);
7. Energy complex (BioTPP is a relic solar bio-power plant firing brown coal and/or oil shale and/or peat, the waste of which is uTerra organic fertilizer);
8. Traction power substation;
9. Experimental production facility (production of the rolling stock elements, i.e. rail electric vehicles and uST infrastructure).



uSky Tech

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Maryina Horka,
Belarus, 2020