



# AMIS Platform

Charging the Earth

**WHITE PAPER**

VERSION 2.1.6 2022-12-01

This whitepaper was created to explain important features of AMIS, and the updated version of this whitepaper will be announced immediately and replace this version of the whitepaper. For any conflict between the Korean and English versions of this whitepaper, the Korean version will prevail.

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In November 2022, the AMIS project was rebranded as an eco-friendly EV platform. With the rapid growth of the eco-friendly electric vehicle market in recent years, the need to build an early electric vehicle charging infrastructure has led AMIS Group to reorganize its business portfolio around the EV charging infrastructure construction project.

AMIS Token V1.0 was issued by applying ERC-20 technical standard through Ethereum network and was intended to operate tokens based on Luniverse, a Layer 2 solution. However, the AMIS project team decided to improve the speed and convenience of payments, as the system proved inconvenient for users to use and inefficient for operations and management. After that, we developed a new AMIS Wallet and issued AMIS Token V2.0. Then, from December 2022, customers have converted their existing AMIS Token V1.0 into V2.0 tokens of the same value so that they can conveniently use them for charging fees for electric vehicles.

1st 2022.12.19 for remaining AMIS Token V1.0 after conversion to AMIS Token V2.0 to existing customers, It was incinerated on the 2nd 2022.12.23.

As such, the AMIS project aims to create an eco-friendly EV platform that actively participates in human efforts to stop climate change in accordance with the global agreement to reduce greenhouse gases to prevent global warming of the Paris Agreement in 2015 through rebranding.

The Paris Climate Agreement aims to limit global warming below 2, preferably to 1.5 degrees Celsius to prevent the worst-case scenario of climate change. Greenhouse gas emissions must be reduced by at least 45% to fulfill the goal of the Paris Climate Agreement according to scientists, which is to maintain the average global warming below 1.5 degrees Celsius.

Greenhouse gas emissions per capita in Korea were approximately 6.8 tons in 1990, but they doubled to 14.1 tons in 2018. The total emissions skyrocketed from 290 million tons to 720 million tons during the same period. Although the government proposed a goal to reduce greenhouse emissions by 24.4% compared to 2017 by the year 2030, it is insufficient to fulfill the goal of limiting the average global warming to under 1.5 degrees Celsius, in which the United Nations recommends Korea reduce greenhouse emission by 50% compared to 2017 by the year 2030.

The transportation sector accounted for 14.4% of Korea's total carbon emissions at one hundred million tons a year in 2019, and road traffic takes up the majority at 96.5%. Thus, the government established a goal to reduce carbon emissions in the transportation sector by cutting 30 million tons which are 29.3% by 2030, and 58.5 million tons, which are 73.3% by 2050 compared to 2017.

AMIS project contributes to the expansion of electric vehicle (EV) distribution through the early establishment of EV charging infrastructures to participate in the global effort to reduce greenhouse gas emissions.

## 1.1 Summary

AMIS project aims to create an eco-friendly EV platform that measures the effect of participants partaking in daily greenhouse gas reduction activities by organizing an ecosystem that combines blockchain technology with EV charging infrastructure business, energy efficiency improvement, and eco-friendly generator business, as well as offering corresponding values.

There are global efforts put into increasing the supply of electric vehicles and hydrogen vehicles to reduce greenhouse gas in accordance with international agreements. Respectively, the demands and importance of charging infrastructure are increasing, and it is prospected that the global market size for charging infrastructure will increase from \$363.3 billion in 2018 to record \$2,321.8 trillion in 2024 at a CAGR of 30.3%. It is also expected that there will be an even further expansion of markets for EV charging infrastructure and services when charging system technologies such as ultra-high speed, small capacity, two-way, etc. are developed in the future. By start focusing on the EV charging infrastructure market, the AMIS project team pursues for an open platform where various affiliated businesses join to implement various services such as manufacturing and sales of EV charging equipment, management of chargers, payment convenience, membership for EV users, etc. via AMIS platform.

The AMIS project team would like to improve the convenience of using EVs by maintaining the charger at its best condition by using the control system in collaboration with AMIS EV, and by providing the location of the charger, charger reservation, duration of charge, charging fees, payment methods, etc.

Moreover, by introducing the EV OBD-2 service it plans to offer useful services such as EV battery status checks, charge status, distance to empty, distance driven, etc., and reward the carbon credits with tokens by collaborating with carbon credits businesses in which we measure the effect of greenhouse gas reduction to EV users.

Correspondingly, this project plan to expand the project in a sustainable manner to feasibly contribute to greenhouse gas reduction by extending the business area to the eco-friendly energy sector when the number of AMIS participants reaches the targeted level, and the ecosystem operates under stable conditions.

## 1.1 Summary

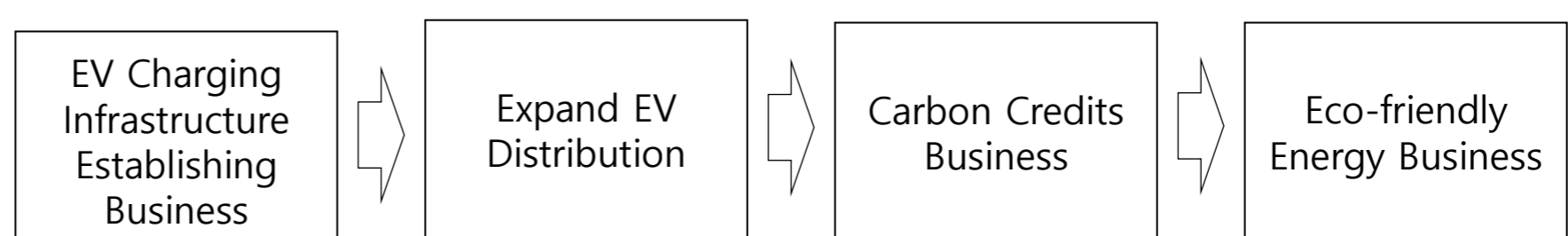
In order to engage in the global effort to reduce greenhouse gas emissions, the AMIS project plans to contribute to increasing the distribution of eco-friendly EVs through a business to establish charging infrastructures for EVs, and it will expand its business into the eco-friendly energy sector.

**First, by establishing an EV charging infrastructure primarily, it will solve the EV user inconvenience and enable timely distribution of EVs.**

**Second, as a tradeoff to the efforts of EV users to reduce greenhouse gas, the AMIS project ecosystem will reward the carbon credits in a transparent manner by using blockchain technology.**

**Third, the AMIS project will contribute feasibly to reducing greenhouse gases by utilizing the participant values involved in the process of establishing EV charging infrastructures and expanding EV distributions as well as expanding its business into the energy efficiency improvement sector.**

The AMIS project requires the members' efforts for market participation and improvement and provides fair and transparent rewards as per contribution to the ecosystem. With distributed ledger technology applied, the AMIS project members will receive rational and transparent rewards and the AMIS project ecosystem will develop rapidly.



**[Value Chain of AMIS Platform]**

## 1.2 Electric Vehicle Charging Infrastructure Market

### Electric Vehicle Market

The domestic distribution rate of EVs is increasing by over 50% annually. Expectations towards EVs are gradually expanding as features such as smart connectivity and autonomous driving are added, and a rapid increase of the EV market is prospected due to the strengthening of global green policies.

Major automobile manufacturers are also accelerating their transformation towards EVs, in which they aim to replace internal combustion locomotives completely as their final goal. Volkswagen has announced that it will stop selling internal combustion automobiles starting from 2040, while Volvo plans to replace its products sold with EVs completely by 2030. Toyota, which has been passive in EVs, also proposed a goal of increasing EV sales to 3.5 million units by 2030 by investing 8 trillion yen (83 trillion won). Moreover, IT companies that are not conventional automobile manufacturers, including Sony, Apple, etc. have announced their entrance into the EV market, which also highlights the positive prospect of the EV market.

The importance of the EV charging infrastructure which powers EVs grows as the number of EV users increases. This is because sufficient power needs to be supplied for EVs to serve as not only the mode of transportation but also infotainment.

Therefore, it can be assumed that the market for EV charging infrastructure will grow respectively to the expansion of the EV market. AMIS EV plans to take part in the green EV Platform that connects online and offline by serving as a platform in the EV charging infrastructure market.

### [Government Goal for Distribution of Zero Emission Vehicle]

	2020	2021	2025	2030
EV	138K	239K	1.13 million	3.62 million
Hydrogen Cars	11,000	26,000	200,000	880,000

\*Source : Korean New Deal 2.0, 2030 Nationally Determined Contributions (NDC) Goals



## 1.2 Electric Vehicle Charging Infrastructure Market

### Sales and Installation of Charging Products

The distribution of EVs is led at the government level, and the government has announced that it will increase the supply of Zero Emission Vehicles to 500,000 units in 2022 and supply 1.13 million EVs by the year 2025. The number of charging facilities secured is the key to the publicizing of EVs.

By way of illustration, the main objective of the government policy is to enable the EV charging system that is always available, and it is planning to spend 2.4 trillion won in 2022, which is double the previous year. As of the end of 2022, there are 96,000 EV chargers installed in Korea, and it plans to increase the chargers by 17,000 fast chargers and 500,000 standard chargers by 2025. Furthermore, according to the amended Green Automobile Act in 2022, it is obligated to install EV chargers more than a certain percentage in large and public building parking lots.

Therefore, the continued growth of the market for the sales and installation of EV charging products is expected.

When considering the EV users who need to use the charger at all times, the AMIS project ecosystem will adapt quickly when the charging infrastructures are established primarily.

**[Government Goal for Distribution of Charging Infrastructure for Zero Emission Vehicle (Accumulative)]**

	2020 (Performance)	2021	2025
EV Charger	64,000	96,000	517,000
	*Fast Charge : 9800 *Standard Charge : 54,000	-	*Moving base (Fast charge-focused) : 17,000 *Living base (Standard charge-focused) : 500,000
Hydrogen Vehicle Charger	70	180	450

\*Source : 4<sup>th</sup> General Plans for Green Cars (2021), Korean New Deal 2.0 (2021)

## 1.2 Electric Vehicle Charging Infrastructure Market

### Charging Fees Billing

The size of the charging fees billing market is expected to be approximately 2.8 trillion won when the accumulated number of 3.62 million EVs are distributed in 2030 if the EV distribution is proceeded as planned by the government.

#### [Charging Fees Billing Market According to the Government Goal of Distributing Zero Emission Vehicles (ZEV)]

	2020	2021	2025	2030
EV	1.38 million	2.39 million	1.13 million	3.62 million
Charging Fees	88,6 billion	153.4 billion	888 billion	2844.3 billion

\*Source : Korean New Deal 2.0, 2030 Nationally Determined Contributions (NDC) Goals

< Calculation Basis for Charging Fees Billing Market >

- ① Average annual mileage of automobiles: 14,053km (Source: Korea Transportation Safety Authority)
- ② Distance traveled per Kw: 5.6km (Source: Korea Transportation Safety Authority, based on Hyundai Ionic 5)
- ③ Charging fees per Kw: 313.1 won (Source: EV Price Table, Ministry of Environment)

AMIS Global which is a participant of the AMIS Project provides a foundation for the rapid growth of the green EV platform as it operates individual payment solutions including Token payment, credit card payment, prepaid charging payment, online/offline payment, etc since EV charging fees are advantageous to the payment solution providers.

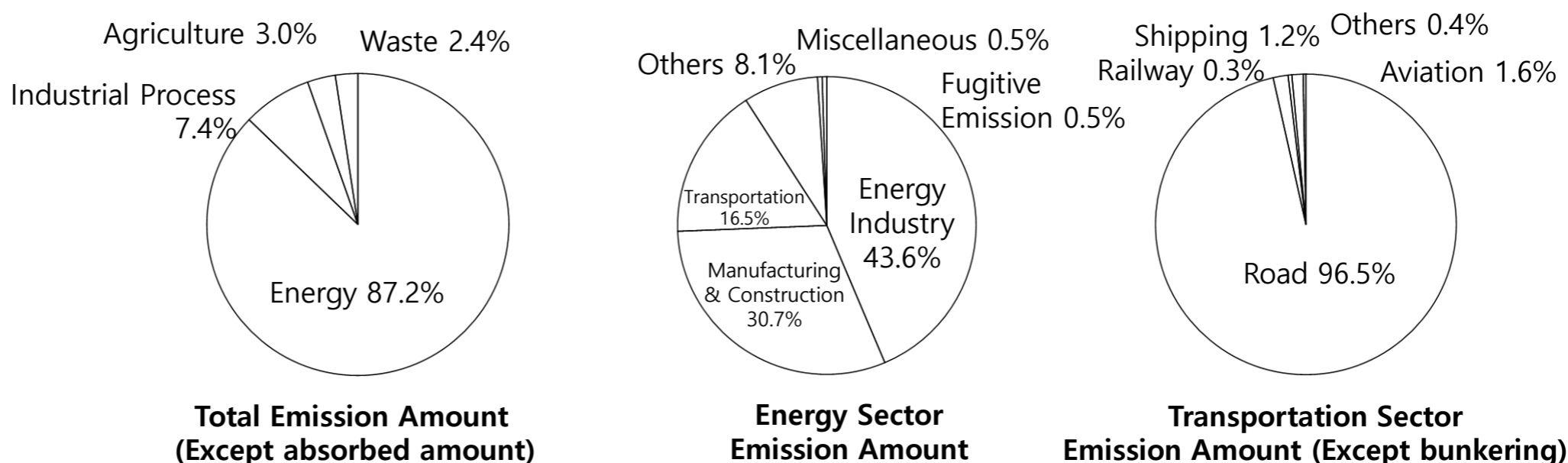
Other EV charging fees payment solutions had a problem that when the EV user leaves after charging less than the set amount, the payment will be made in the first set amount which would lead to over-payment of the fee rather than the actual amount. However, AMIS Global's payment solution lifts the EV users' inconvenience as payment is automatically made with the actual charged amount rather than the first set amount.



## 1.3 Carbon Credits Market

### Greenhouse Gas Reduction Goal

Korea's goal to reduce greenhouse gases is 24.4% by 2030, 74.8% by 2050 compared to 2017, and for the transportation sector, it is 29.3% by 2030 and 73.3% by 2050.



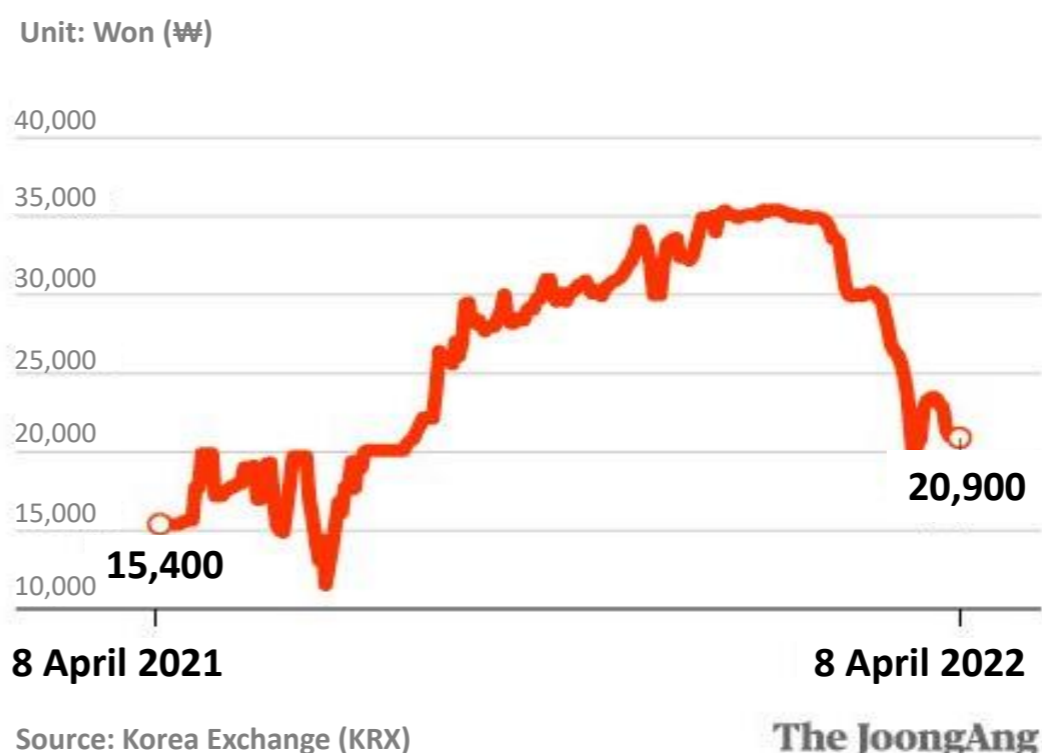
[Source : 2022 National Greenhouse Gas Inventory Report, Greenhouse Gas Inventory and Research Center , Ministry of Environment]

### Carbon Credits Trading

Approximately 7.3 million tons of greenhouse gas emissions can be reduced in case that the government goal for the EV distribution plan (accumulated) – 3.62 million cars – is reached. Based on passenger cars, internal combustion vehicles emit 143.9g of carbon dioxide per km, and if the annual distance traveled is set to 14,053km, the annual average of 2.02 tons of carbon dioxide is emitted per internal combustion vehicle. Therefore, if transformed into EVs, it can reduce greenhouse gas by 2.02 tons annually per EV.

The carbon emission rate will be reduced by 7.3 million tons according to the EV Distribution Plan 2030, and if these are converted into carbon credit values, it amounts to about 210 billion won per year (based on the price of carbon credits in April 2022).

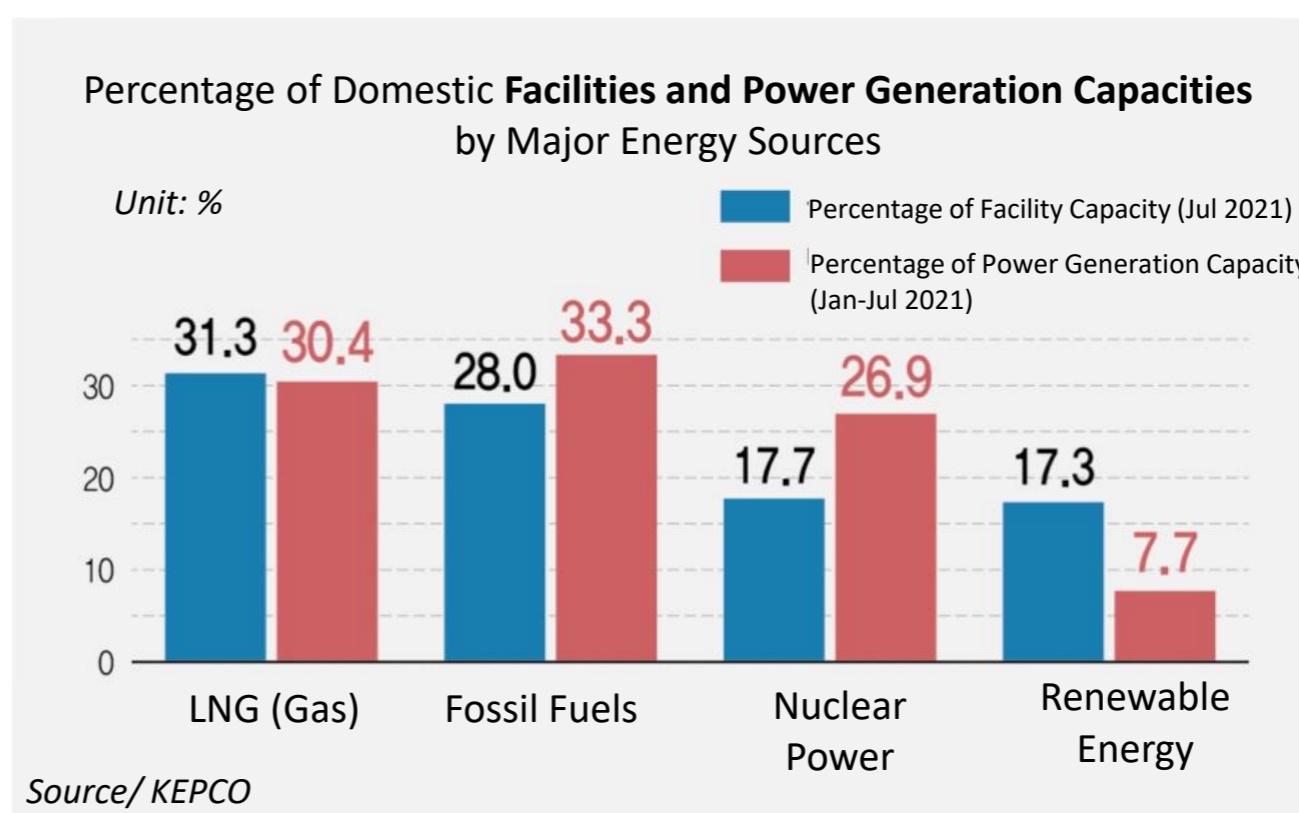
### Price Trend for Carbon Credits



## 1.4 Green Energy Market

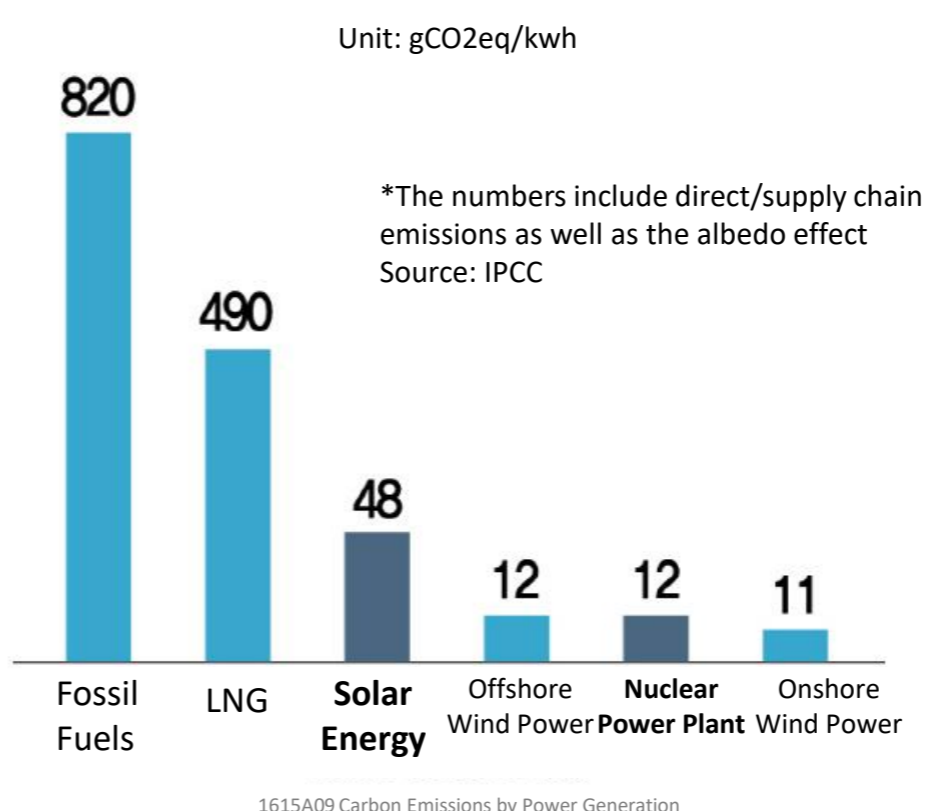
### Power generation volume by energy sources

The result was in the order of 33.3% carbon, 30.4% nuclear power, and 7.7% renewable energy according to the percentage of domestic power generation capacities as of 2021, in which the fossil fuel power plant accounted for the largest.



The fossil fuel plant is criticized as the main reason for greenhouse gas emissions as its emission rate was 1.7 times the LNG plant, 17.0 times the solar energy plant, and 63.8 times the wind power/nuclear plant, while its power generation capacity was the highest with 33.3%.

### Life Cycle Carbon Emissions by Power Generation



The AMIS Project promises to expand the project to contribute to greenhouse gas reduction feasibly through its business to transform the energy source into renewable energy by operating the green EV platform stably.

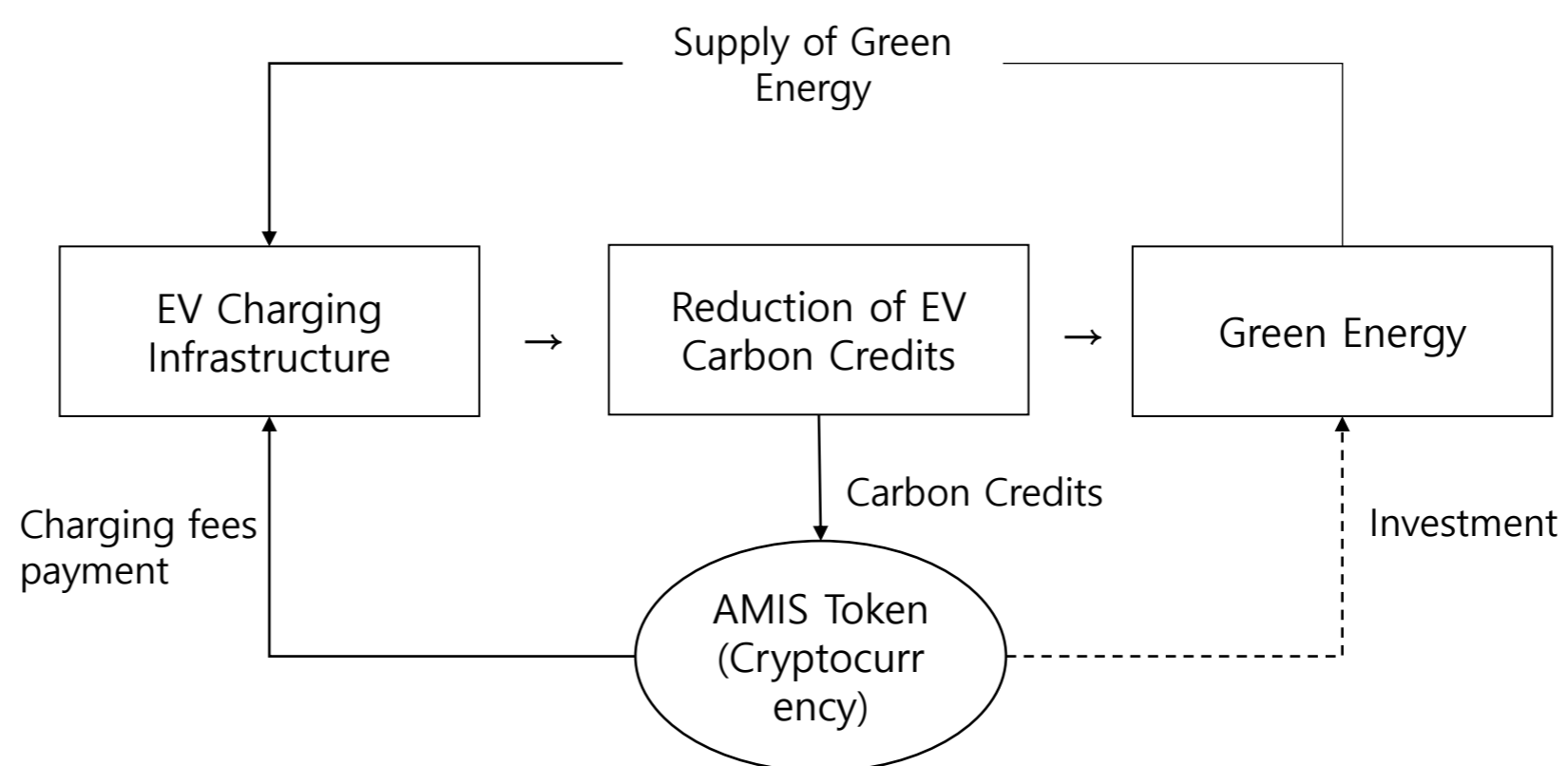
## 2.1 Eco-Friendly EV Platform

The AMIS project provides information on battery status, charge status, and distance to empty in real time via EV monitoring and offers convenience in using the charging infrastructure including the location of the EV charging infrastructure, charging reservation, charge completion, charger status monitoring, charging fees payment, etc., as well as the carbon credit according to the EV usage as a green EV platform. For the convenient use of the green EV platform ecosystem and the reward of participating in greenhouse gas reduction activities, the AMIS project issues the AMIS Token, a cryptocurrency.

Namely, the AMIS Token can be used for making payments for charging fees from EV chargers that participated in the green EV platform, and it provides convenience to EV users and benefits for charging fees payment as it is used for the membership service that offers various benefits when payments are made.

Likewise, the EV user can receive the reward of AMIS Token for actively participating in greenhouse gas reduction activities, for reducing 143.9g of carbon per km and 2.02 tons of annual carbon emissions when compared to the users of internal combustion vehicles.

The AMIS project creates a transparent ecosystem by issuing AMIS Token, a virtual asset that applies blockchain technology to the virtuous cycle of EV charging infrastructure, EV expansion, EV carbon credits, and green energy business.



**[AMIS Platform Ecosystem]**

## 2.2 AMIS ECOSYSTEM

AMIS Token Economy is structured to enable sustainable growth by providing platform operation, various rewards to its participants, and key benefits to partners. Frequently, many blockchain projects undermine the connection with the actual business as they are only focused on technological aspects. However, as the green EV platform, the AMIS project enables the partners in the eco-friendly field to utilize the platform to create various opportunities and continuously improve user convenience.

In addition, if the participant's contributing effect to greenhouse reduction activity is measured, he or she will earn an opportunity for rewards. The AMIS foundation will strive to make AMIS Token valuable through circulating supply management, fee buyback, and burning. The AMIS foundation will create a token economy structure to form and expand a value chain that connects various businesses within the ecosystem of virtuous cycles and the platform.

### 1) AMIS Foundation

The AMIS foundation makes decisions on token economy policies such as token issuance, distribution, provision, circulating supply management, etc. The AMIS foundation establishes and operates the infrastructure of the green EV platform and structures a value chain that creates various business opportunities by connecting different services within a platform to expand the ecosystem. Furthermore, through methods such as buybacks that utilize charging fees billing profits, and commission fees paid by the participants and partners using the platform, it manages for the AMIS Token to be sustainably valuable in the market.

### 2) AMIS Global (AMIS Wallet Operation)

AMIS Global operates AMIS Wallet through the contract with the AMIS foundation. It discovers and manages new domestic businesses such as charging fees payment services, carbon credit services, green energy businesses, etc. to support enabling sustainable growth of the ecosystem of the AMIS project.

## 2.2 AMIS ECOSYSTEM

### 3) Partner

Partners refer to participating companies that create new values and business opportunities by connecting services and technologies using the AMIS platform. They are either invested by the AMIS Token or participate in EV charger payment solutions. AMIS Platform will expand its partnership to the business areas of measuring EV carbon emissions to obtain carbon credits and areas that improve green energy and power production efficiency.

### 4) Participants

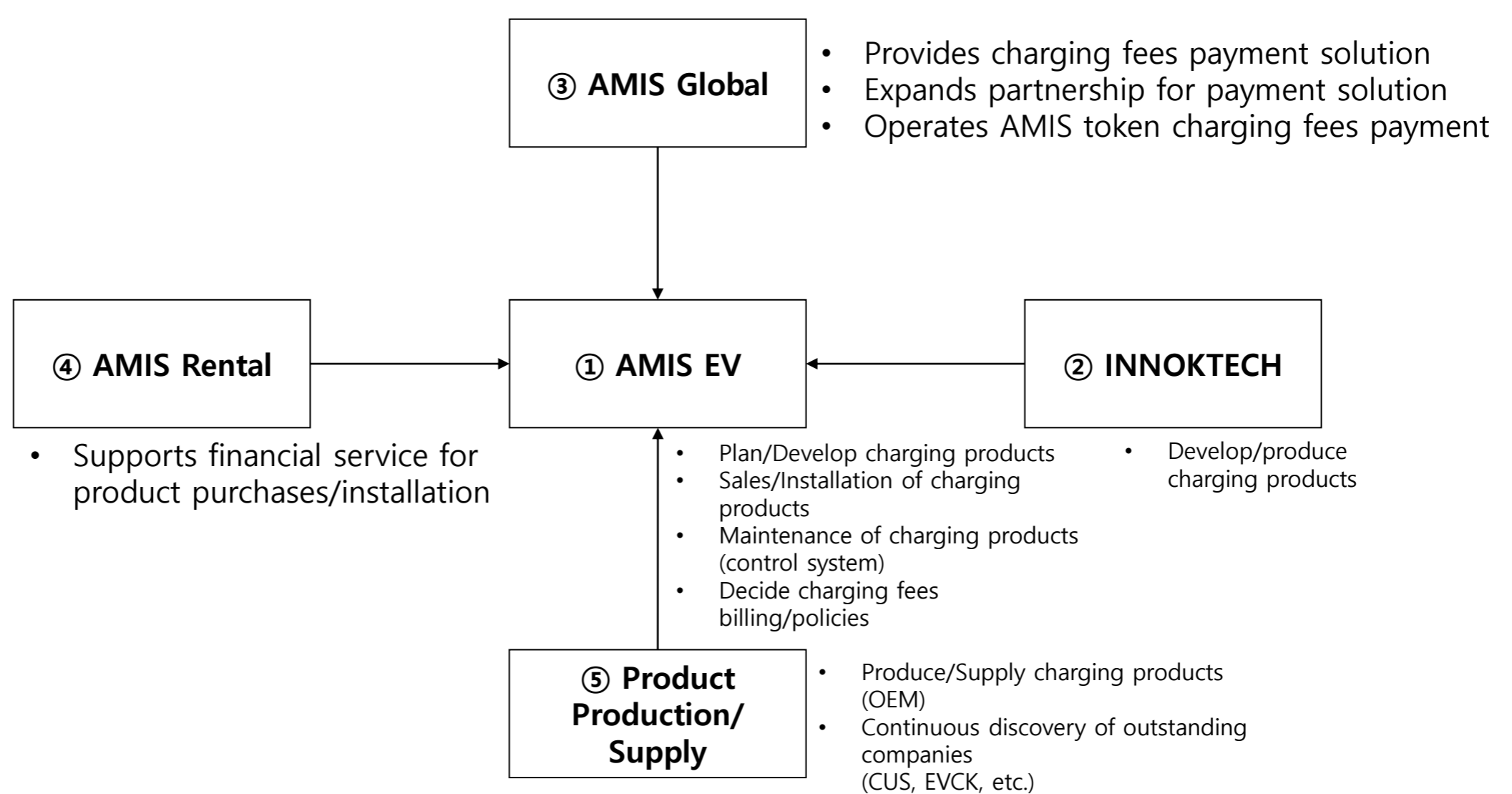
Participants refer to AMIS Token owners or participants to the green EV platform, and they are the key members who organize and expand the ecosystem including investment, payment, etc. at the AMIS platform. Therefore, all policies and rewards in the AMIS project are focused on expanding participant engagement with the platform. Participants can engage in investment, payment, etc. by using AMIS Token, and the participant-centric UI environment will be the primary catalyst for the use and expansion of AMIS Token within the platform.

## 2.3 Electric Vehicle Charging Infrastructure Business

### Business Model

The EV charging infrastructure business must secure the smooth running of the ecosystem such as the development of charger products, production, sales, maintenance, charging fees payment, etc. to a series of processes. Each partner participating in the AMIS project is structured as the main player that serves necessary roles for the EV charging infrastructure business.

- ① AMIS EV: Design and develop charger products, product sourcing, sales/installation, maintenance tasks
- ② INNOKTECH: A subsidiary company of AMIS EV, develops and produces charging products
- ③ AMIS Global: Provides charging fees payment solution (including AMIS token payment) and expands partnerships for payment and charging businesses
- ④ AMIS Rental: Provides financial support services to reduce the financial burden of purchasing and installing the charging products
- ⑤ Production/Supply of Charging Products: Receives supplies that have no comparative advantage such as standard and fast chargers from outstanding companies through OEM production. Plans and develops competitive products such as billing outlets, portable chargers, etc. at the AMIS EV.



[EV Charging Infrastructure Business Ecosystem]



## 2.3 Electric Vehicle Charging Infrastructure Business

The AMIS EV provides EV charging platform services including manufacturing of EV chargers, sales, installations, billing, maintenance, etc.

The foremost step is to establish the charging infrastructure by selling and installing the AMIS EV chargers for EVs. This process is conducted in accordance with the government's EV charger support project and the government decree for the mandatory installation of EV chargers in large buildings. Partners participating in the AMIS project provide various services including charger location, charging reservation, charge status, charging fees payment, membership services, etc. at the green EV Platform App.

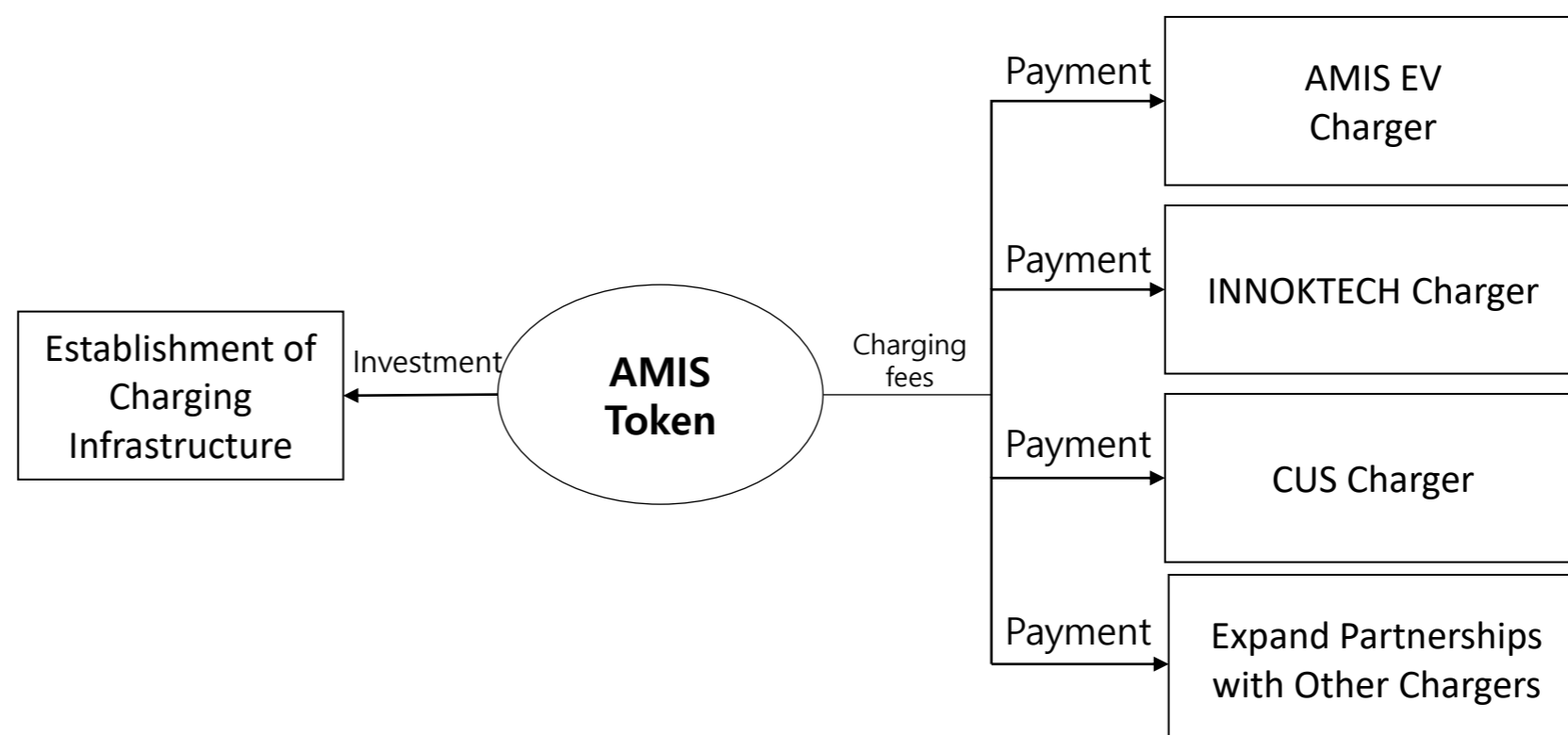
### Rental Services

In addition to the extent to the government's support for installing electric vehicle chargers, when private businesses want to build EV chargers to attract customers to stores, they can use the lending service of AMIS Rental, enabling the early establishment of EV charging infrastructure.

### EV Charging Fees Payment Services

The AMIS Token increases the liquidity of the AMIS Token by utilizing it for charging fees payment, carbon credits, and rewards, and receiving commission fees for charging billings.

As of August 2022, contracts to pay the charging fees with AMIS Token for approximately 30,000 units of chargers installed and operated by partner companies including AMIS EV, INNOKTECH, CUS, etc. were signed, and continued expansion of EV chargers that can be paid with Token is planned via enlarging partnerships with other charger operating companies.



[AMIS Platform Ecosystem]

## 2.3 Electric Vehicle Charging Infrastructure Business

### Type of Charger (Installing type)

AMIS EV, a partner of the AMIS project, organized the EV charger product line-up to enable the appropriate installation of the product in various charging environments.

- ① Billing-type outlet: Low price, easy installation, mainly installed in living points such as villas, apartments, etc. where the charging duration can take
- ② Fast Charger: High price, mainly installed in traveling points such as rest areas/store parking lots where the fast-charging time is required
- ③ Standard Charger: Mainly installed in living points used by many users such as apartments, offices, etc. where the charging duration can be long as the vehicles are parked for long-term

### [AMIS EV Charger Product Line-Up]



(1) Billing-type  
Outlet

(2) Fast Charger and Street  
Light Charger

(3) Standard Charger

## 2.3 Electric Vehicle Charging Infrastructure Business

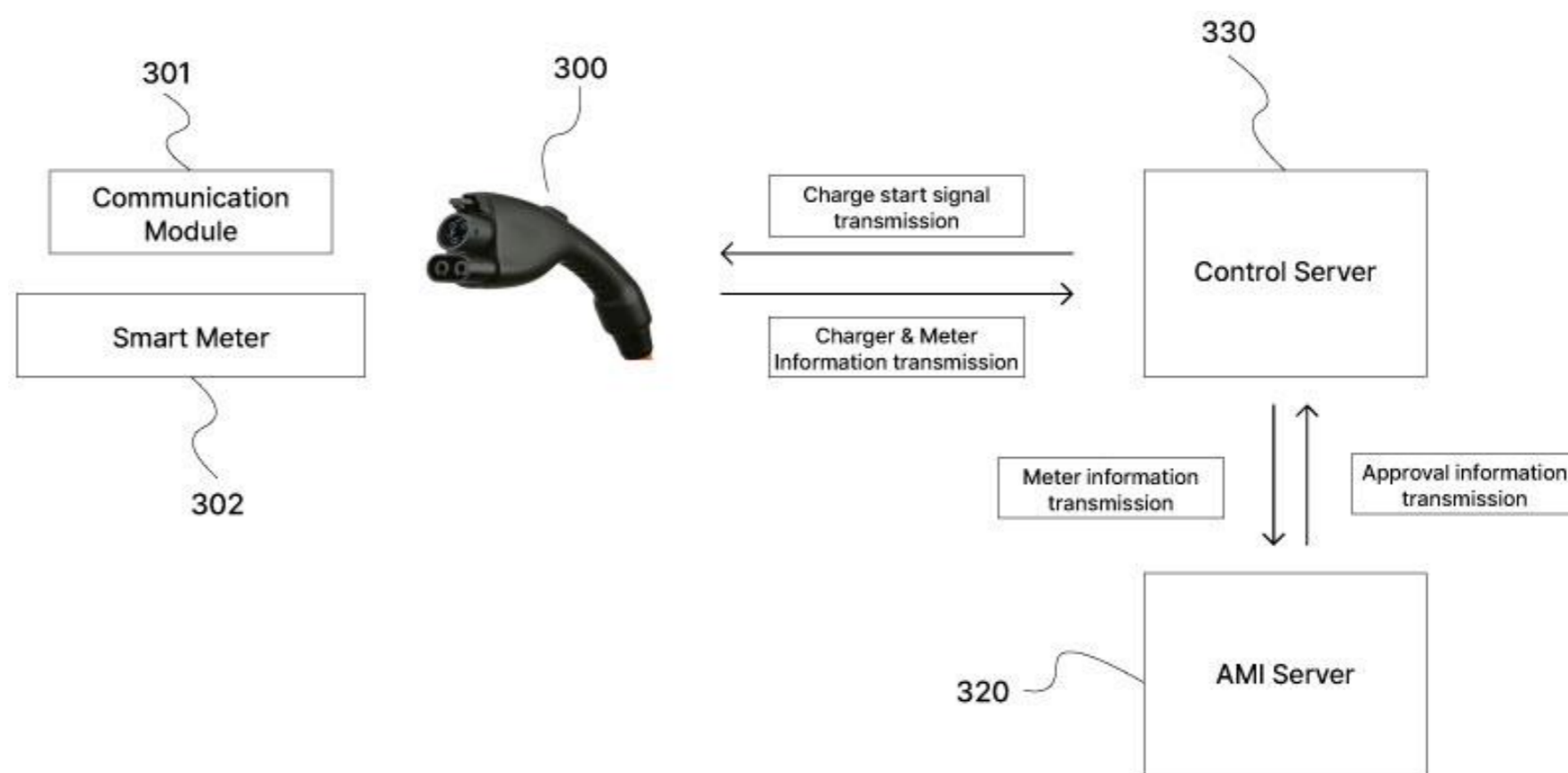
### Portable Charger (Patent No. 10-2379543)

AMIS EV, a partner of the AMIS project, secured a patent for a “portable EV charger” that bills the charger users without hood and cap separation and RF tag for the first time in the world and is currently under development.

The patented product can be used anywhere regardless of the location, and the charging fees are billed to the charger owner without separate installation of the equipment. Therefore, the problem of electricity theft is solved, and it is expected that most EV users will purchase the product due to its convenience of charging in anywhere with the 200V outlet.

The charging amount, charging duration, and charging fees can be checked before payment as it recognizes the user through the data communication between the charger and the control system since the communication module and a smart meter is installed inside the charger.

The patented portable charger has the advantages of being low-cost and no installation fees, and regardless of the location for charging that will enable the early establishment of the EV charging infrastructure.



[ Functioning Method of Patented Portable Charger ]

## 2.3 Electric Vehicle Charging Infrastructure Business

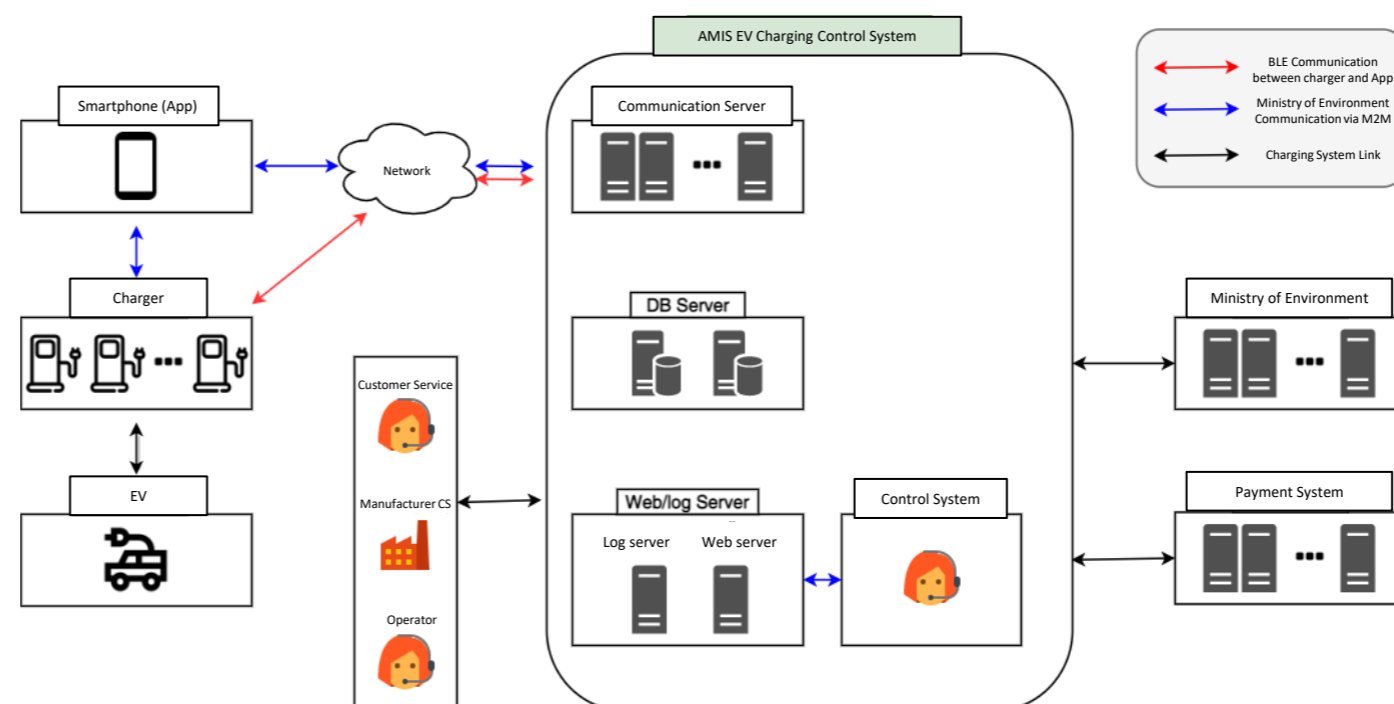
### Control Services

Furthermore, AMIS EV, a partner of the AMIS project plays a key role in the AMIS EV platform as it develops and operates a control system that monitors and manages the installed charger status.

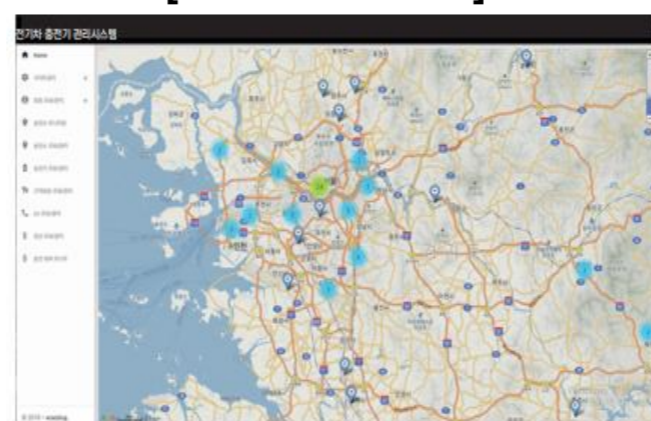
The control system is mandatory to maintain and manage the installed charger in its best condition as well as to make payment for the charging fees. It is also planned to be supplied to small and medium-sized charger businesses that are unable to run the control system independently.

The charger control system provides real-time users with information such as charger location, charger status, charging progress, charging completion time, and charging fees, and an alarm is sent to the nearest Customers Service center for a rapid response within an hour.

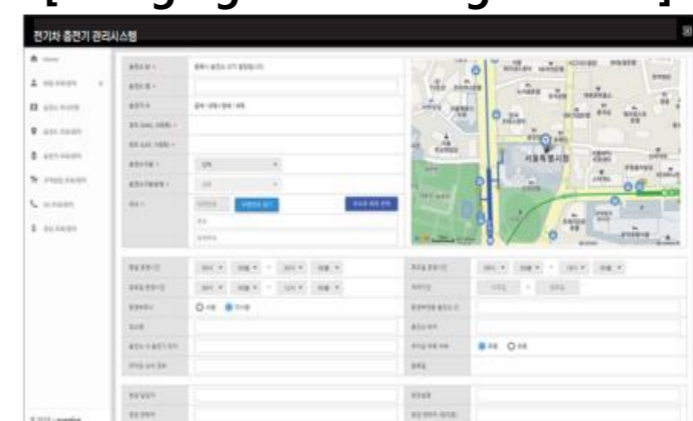
**[System Structure of AMIS EV Control Service]**



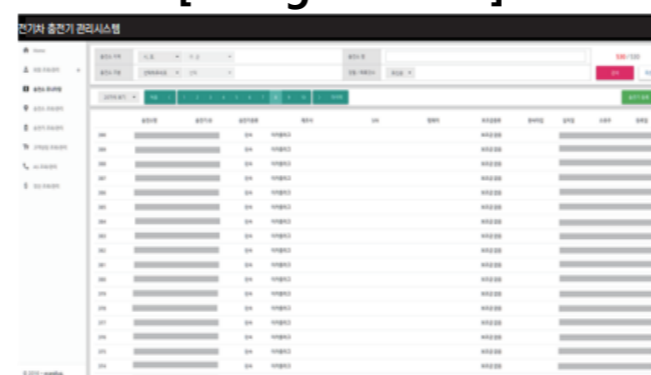
**[General Status]**



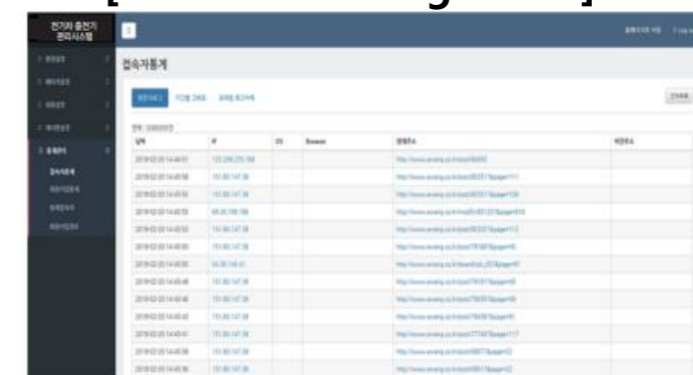
**[Charging Station Registration]**



**[Charger Status]**



**[Statistics Management]**



## 2.3 Electric Vehicle Charging Infrastructure Business

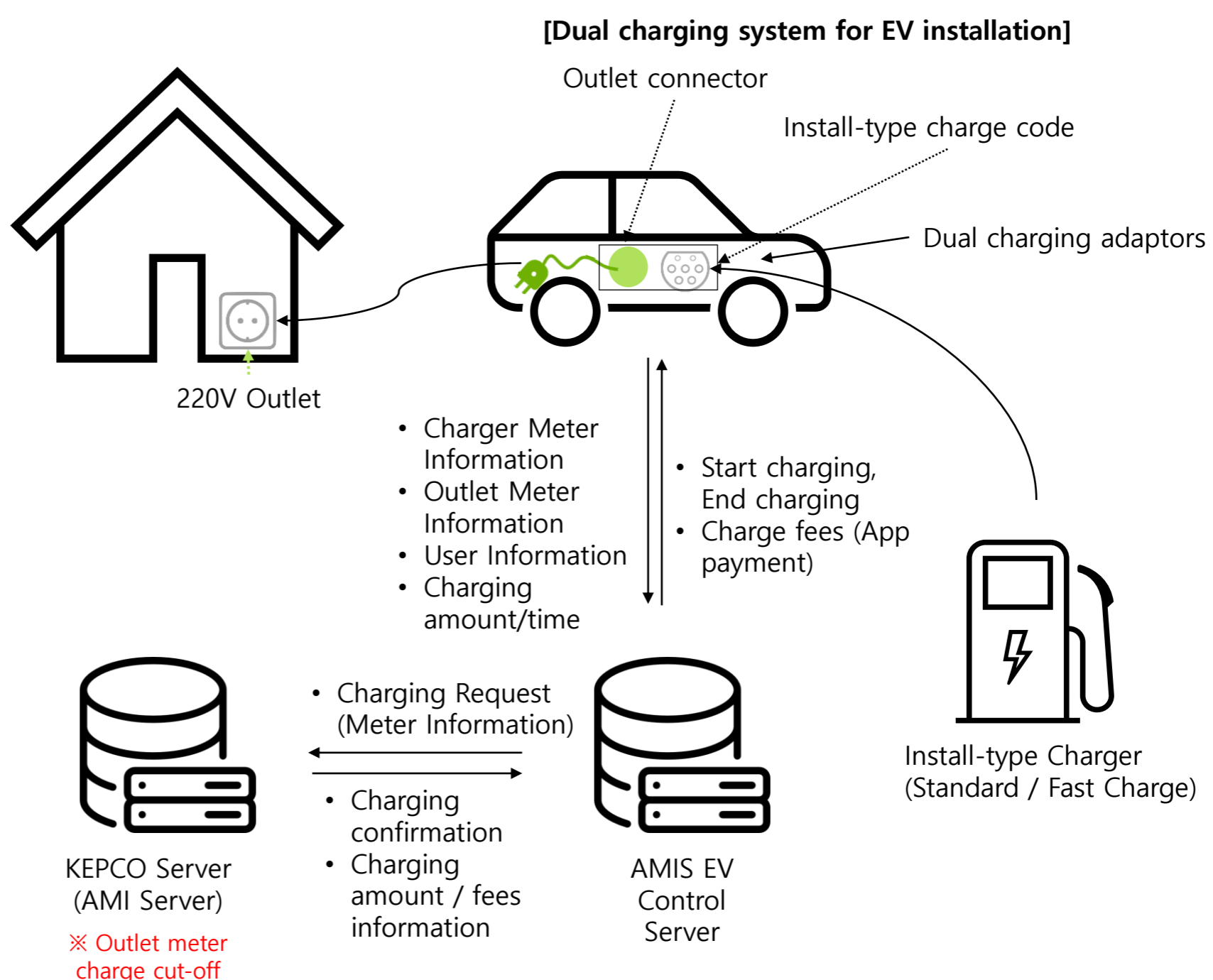
### EV Installed Charger

Installing the patented portable charger to an EV significantly improves the convenience of EV usage. It reduces the costs needed to establish the EV charging infrastructure, and EV/motorbikes/electric agricultural machines can be used in local areas that have low population density without the difficulties of charging.

① EV Manufacturer: This is an EV management service that is equipped with a charger using charger control increases product competitiveness and provides a strong incentive to potential customers. In addition, it is expected that the supply of EVs will be expanded by solving the problem of the shortage of charging infrastructure, which is the biggest challenge when switching to EVs.

② EV User: It lifts the inconvenience of EV usage due to the lack of charging infrastructure and solves the problem of parking spaces. Through the vehicle control service, the status of EVs and batteries are checked in real-time for safe use of EVs. In addition, payments can be made conveniently with the monthly charging fees payment option.

③ Government/KEPCO: It can reduce the social costs required to build the EV charging infrastructure, and the goal of reducing greenhouse gas emissions in the transportation sector can be achieved early by eliminating the difficulty of supplying EVs.





## 2.4 Carbon Credits Trading Business

The AMIS project monitors the EV battery status by forming a partnership with an EV self-diagnosis OBD-2 service company and accurately calculates the amount of carbon emitted by measuring EV distance traveled and energy efficiency information.

The EV's battery consists of 96 to 98 cells. Therefore, when the OBD-2 device is installed, it will accurately diagnose which battery cell is faulty and replace only that battery cell to help reduce replacement costs and maintain the EV's best battery condition.

The OBD-2 device also measures the annual greenhouse gas reduction effect of the EV using information such as the annual distance traveled, energy efficiency information, and charge amount provides the value of carbon credits to EV users as AMIS tokens and enables payment for charge fees.

The OBD-2 device can be installed on the EV after purchasing from the partner company, and instructions on the EV's status are provided when registered to the App, while the effect of greenhouse gas reduction is automatically measured for the reward of carbon credit value annually as AMIS Token.

The AMIS EV platform rewards the EV users who took part in the AMIS project in a form of an AMIS Token in return for the effort put into participating in greenhouse gas reduction activity.





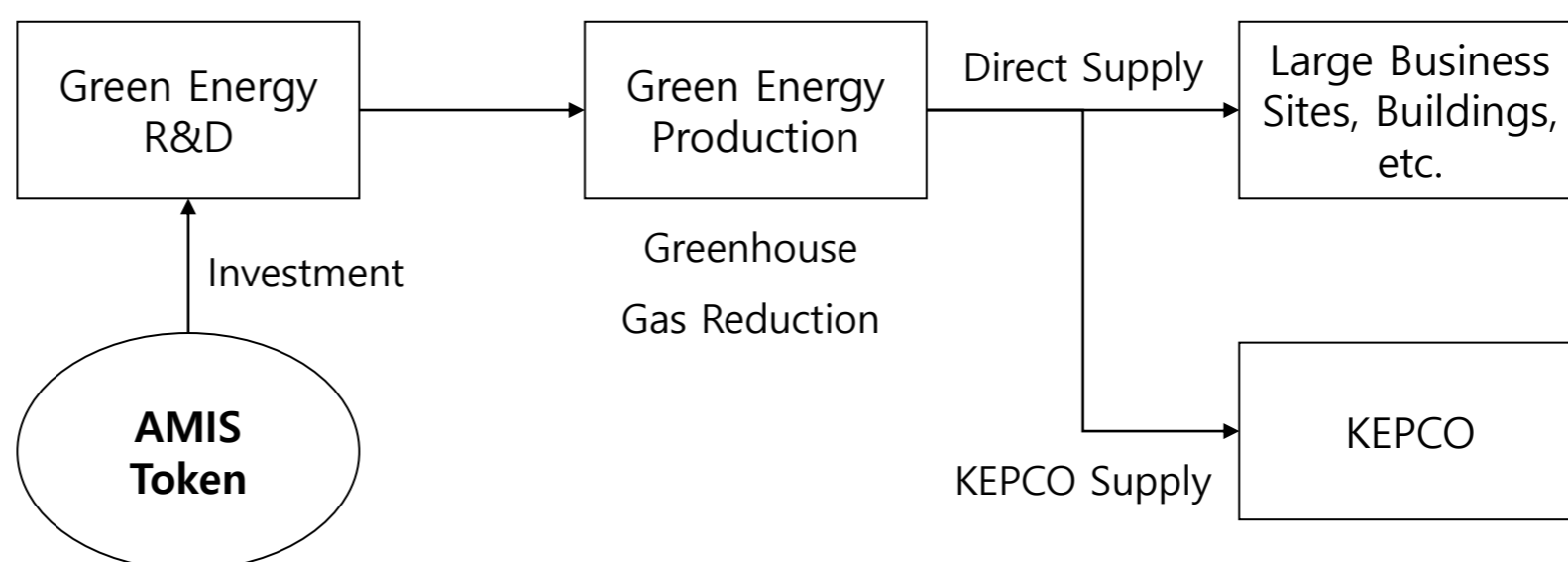
## 2.5 Green Energy Business

The percentage of LNG and fossil fuels for power generation is at 63.7% although the AMIS project contributes to greenhouse gas reduction activities through the expansion of EV distribution via the primary establishment of EV charging infrastructure.

We will invest in the green energy industry once many participants of the AMIS EV platform can function stably to enhance the amount of green energy power production and help significantly reduce greenhouse gas emissions.

We are further planning to expand the investment area to Research & Development activities that discover renewable energy sources, improve the efficiency of power generators for power generation, and improve transportation and storage of electric power.

**[Business Model for Green Energy Sector]**



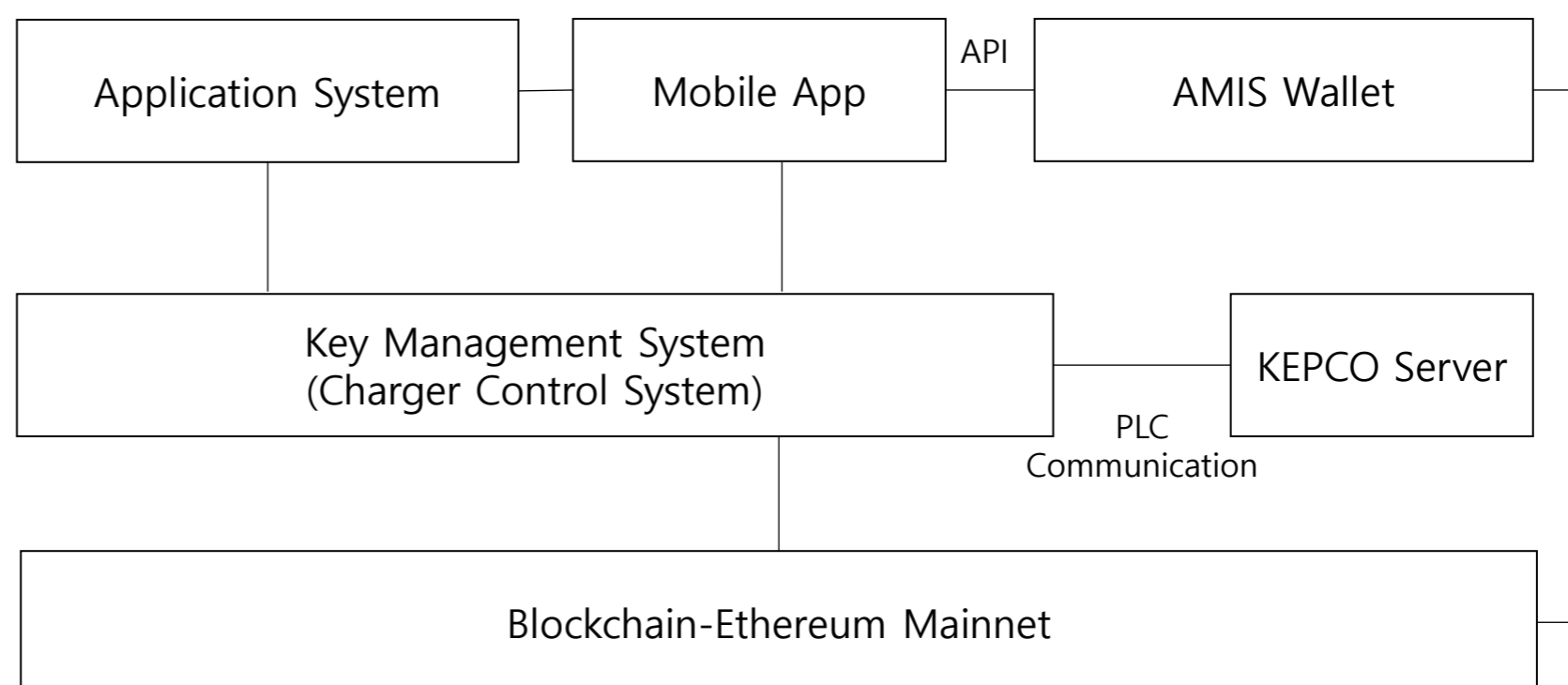
## 3.1 Expansion of Blockchain Technology

The AMIS Token is issued by applying the ERC-20 technical standard through the Ethereum network. Ethereum provides scalability to transparently operate various applications such as contracts, SNS, e-mails, and electronic voting as well as transactions and payments based on blockchain, a core technology. This is a platform that allows you to create a distributed application called Dapp, which is not just virtual assets, but also for other purposes. However, Ethereum is overloaded with network due to its universality and openness, which causes the problem of high gas cost and service disruptions and slow speeds, etc. Nevertheless, the advantages of universality and stability led the AMIS Project team to decide to operate as AMIS Token's mainnet.

As a result, the AMIS Project team considered hybridizing and operating transactions for internal and external transactions to include the technical benefits of virtual assets in addition to the stability and speed of transactions in nominal currency. In other words, we wanted to apply hybrid blockchain technology, which operates as an Ethereum Mainnet for external transactions and Luniverse or Klaytn for internal transactions for charging payment. However, in order to improve the inconvenience of use and inefficiency of operation that occur in the process of repeated generation and deletion of tokens in the Layer 2 blockchain, it was decided to operate uniformly based on Ethereum.

In the future, AMIS projects will continue to upgrade blockchain technology considering ease of use, safety, and operational efficiency.

### [AMIS Project System Construction]



## 3.2 Blockchain and AMIS Project

**Ethereum Mainnet (ERC-20)** As aforementioned, the AMIS Token was issued based on ERC-20 which is standard programming for Ethereum to take advantage of the high usability and universality of the Ethereum Mainnet. ERC refers to the Ethereum Request for Comments which is a technical document that explains the programming standard for Ethereum and aims for creating protocols where applications and contracts interact more easily.

ERC-20 suggested by Vitalik Buterin and Fabian Vogelsteller in 2015 presented a relatively simple Ethereum-based token, and it is designed to be automatically compatible with services and software (software wallet, hardware wallet, exchange, etc.) that supports the ERC-20 standard once the ERC-token is generated. The characteristic of the ERC-20 token is that it can be replaceable since it holds the same value. As a result, it has the same value, is created and widely utilized in a variety of wallets, exchanges, and smart contracts, and is listed on the virtual asset exchange.

Nevertheless, ERC-20 tokens can still encounter high fees and delays when attempting to transfer transactions during peak times due to their high scalability. And integration into Ethereum 2.0 and upgrades like Ethereum Plasma and Ethereum Casper are required prior to fix this issue.



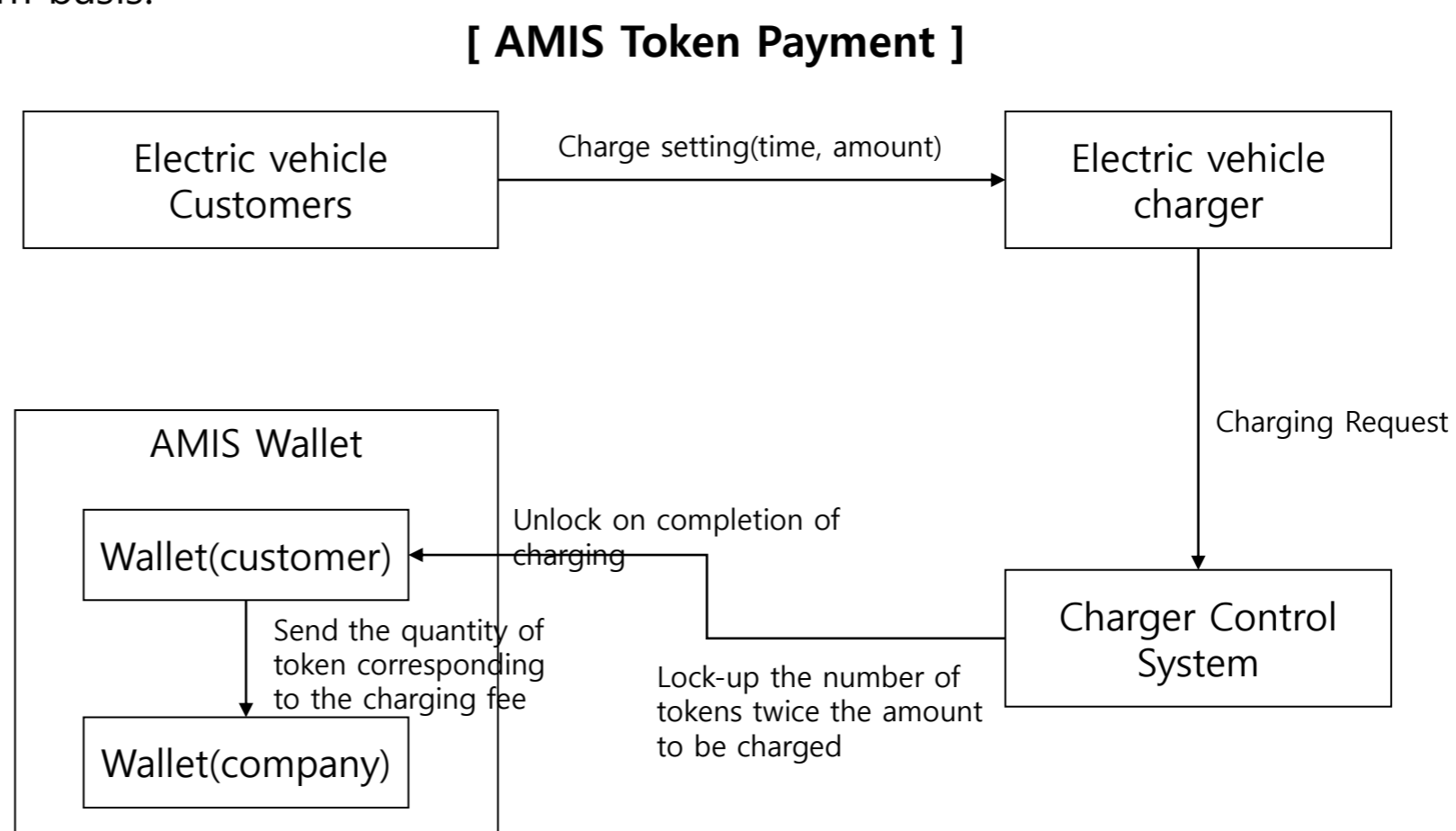
## 3.2 Blockchain and AMIS Project

The AMIS project, which aims to be an eco-friendly EV platform, issued AMIS Token, a cryptocurrency, as a versatile Ethereum-based (ERC-20) so that it can be used conveniently and safely in electric vehicle chargers.

However, considering the charging time of the electric vehicle takes up to 10 hours or more, the system was designed to lock up tokens twice the amount to be charged before charging is started, unlock tokens after charging is completed, and apply the token price at the time of charge completion to send the amount of tokens to the operator.

At this time, if the amount of Token corresponding to the charging fee is insufficient at the time of charging completion, it is automatically converted to other payment methods such as credit card to maximize the convenience of using the payment service.

AMIS Token V1.0 was issued based on Ethereum and operated through Luniverse for payment. However, in the process of converting between Ethereum and Layer2 Luniverse, token generation and deletion were repeated, reducing the convenience of use and resulting in operational inefficiency. Therefore, AMIS Token V2.0 is operated by integrating internal and external blockchain technologies on an Ethereum basis.



## 4.1 Summary

1,000,000,000 units of AMIS, a virtual asset of the AMIS Platform, were issued simultaneously to its release, in which it is unlocked consecutively according to the roadmap of the AMIS Platform.

One must undergo a registration process via AMIS Wallet Application (iOS, Android) in order to use the AMIS Platform. Additional information has to be filled in to fulfill the KYC and AML regulations, and some users may be restricted in respective to the regulation during the registration process.

Information about the AMIS Token (AMIS) is as the following.

Category	Content
Name	AMIS Token
Symbol	AMIS
Type	Ethereum-Based – ERC-20
Issued Amount	1,000,000,000 AMIS
Contract Address	0x3E5a06A60dCB2817d321bE08BDbeF4a52154ecBF
Value	AMIS has only potential value and is not guaranteed by certain assets
AMIS does not represent the ownership and rights of AMIS Platform and its products	

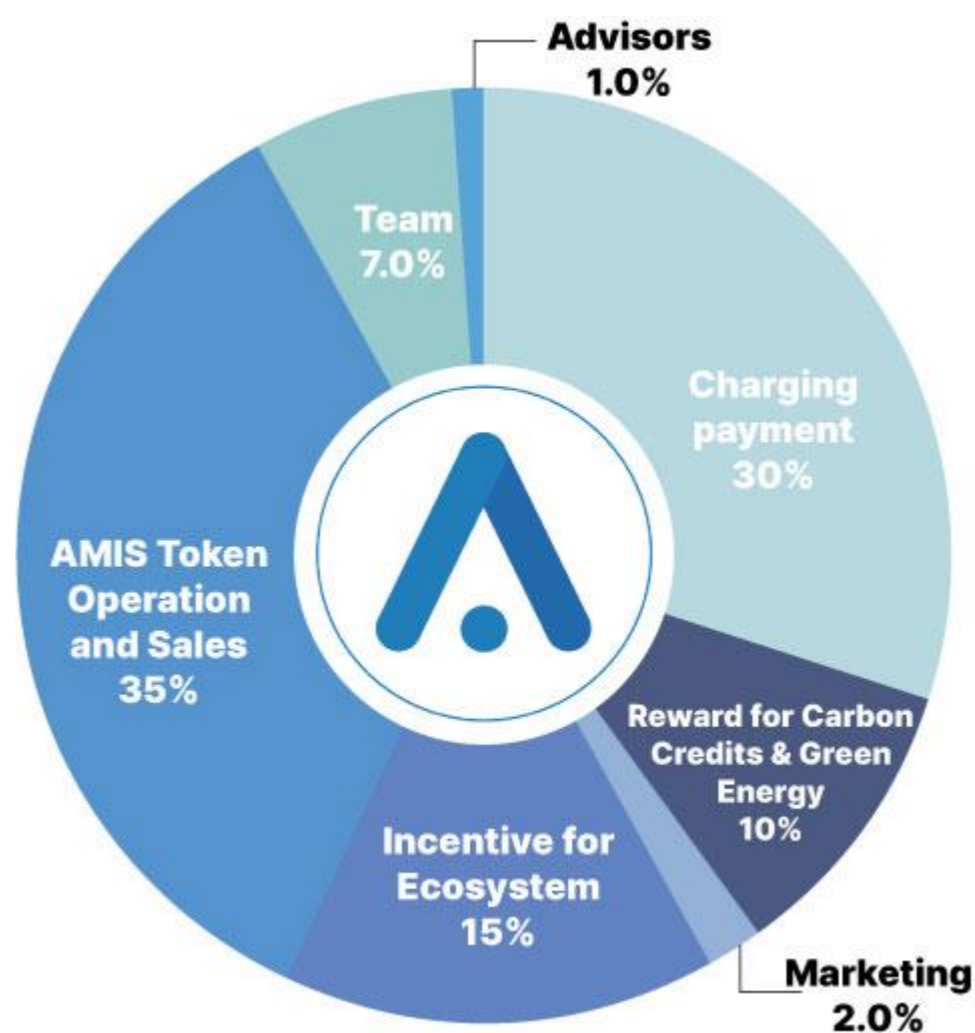
The goal of the AMIS Platform is to enable users to use their virtual assets conveniently to make charging fee payments in all domestic EV chargers. AMIS Platform participants can measure the effect of greenhouse gas reduction when they purchase and install the OBD-2 devices to their EVs, and the carbon credit measured will be provided as AMIS token, which will be used in EV charging fees payment to contribute to preventing global warming.

Hence, the AMIS platform plans to build an EV charging infrastructure in an early manner to increase market share and provide payment solutions to other charger companies simultaneously for the expansion of AMIS token payments.



## 4.2 Distribution

AMIS Token that is issued for the operation of AMIS Platform is allocated depending on the participation in the platform ecosystem, role, characteristics of ecosystem, etc. and the purpose and quantity of allocations are as the following.



### (1) Charging Payment (30.0%)

Charging fees payment deposits are used as deposits to ensure the safety of the participant's charging fees settlement.

In other words, if the payment reserves are insufficient due to changes in value at the time of settlement, participants in the settlement of AMIS tokens used in electric vehicle chargers may raise funds through their own payment deposits, and for this purpose, a specific number of AMIS tokens may be held as their own payment deposits.

Further, the AMIS Platform that owns the deposit for charging fees payment prevents fluctuations in AMIS Token value by enabling each participant to utilize their AMIS Token as the actual demand for AMIS Token payment increases and lets AMIS customers enjoy sustainable benefits.



## **(2) Reward for Carbon Credits & Green Energy (10.0%)**

The participants of the AMIS Platform can receive the carbon credit annually when they installed the OBD-2 device and registered as a member of the AMIS Platform, and the partner company rewards them with an AMIS Token by applying the transaction price of the carbon credit received and the AMIS Token price at that time.

Carbon credits and green energy are reserves to reward AMIS Platform participants with AMIS Token at the time of the event. Standards for distributing carbon credits and green energy may be adjusted if EVs are distributed faster than planned, carbon prices rise, or the government changes its carbon credit policy.

## **(3) Marketing (2.0%)**

In order to maximize the value of the AMIS Platform as a platform, it needs to attract many people as participants by signing various partnerships. Therefore, various marketing plans are scheduled, and the quantity allocated to marketing will be used for such marketing purposes.

## **(4) Incentive for Ecosystem (15.0%)**

In the preparation stage, the AMIS Platform is putting efforts for AMIS Token to make its position secure as a charging fees payment method on chargers through collaboration with various partners.

The quantity allocated to the ecosystem incentives is distributed differently depending on the charging fees of each partnership company and the number of users to encourage payments made using AMIS Token and to provide more benefits to AMIS customers.

Moreover, to prevent the excess circulation of the volume in the market due to exaggerated promotions, it is set to be utilized in lock-up form during a set period.

## **(5) AMIS Token Operation and Sales (35.0%)**

AMIS Global incorporation is a company owned by the AMIS Group to operate an actual business model by using the AMIS Platform.

AMIS Platform has set a portion of its total issuance as AMIS Token operating expenses and in the long run for the practical operation and business promotion of AMIS Global and generate revenue through its own business model.

## **(6) Team (7.0%)**

The AMIS Platform was developed not only by the AMIS Platform and AMIS Global Team, but also AMIS EV, AMIS Rental that are part of the AMIS Group and many other subsidiaries such as INNOKTECH's support, and it is planning to operate the platform by utilizing the resources of the group.

AMIS Platform has allocated segments of the total issuance for these stakeholders for sustainable support, and this volume will be allocated to not only the members of AMIS Platform and AMIS Global team, but also the employees of AMIS group.

## **(7) Advisors (1.0%)**

The AMIS Platform sought for various advice from numerous experts and technology teams in different fields to utilize the blockchain technology in the EV charging fees payment system from the early stage of planning, and it is still receiving assistance from these advisors until the network and service of the AMIS Platform are completed.

AMIS Platform has allocated segments of the total issuance for them for long-term cooperation and advice from these groups of advisors.



## Jong-Seok Sim CEO

### General Executive for AMIS Project Foundation

20 Years of Experience as a Professional Manager  
IBP Group Business Consulting | CEO  
JeongHyun Group Consulting | CEO  
Chevrolet Automobile Agency | CEO

Coordinates the project as the Founder and CEO of the AMIS Foundation based on financial business consulting experiences in Fintech, Payment, Loans area as well as experience as a professional manager.



## Byeong-Wan Cho Board Chairman

### Board Chairman, AMIS Project

Current) Higgs Research Foundation  
Former) Professor, Hanyang University  
Former) 2002 Ministry of Science and ICT, National Research Laboratory, etc.  
Master's Degree, Ohio University, USA  
Master's Degree, University of Florida

The Higgs (Human Intelligence for Green Globe & Spirit) Foundation is an organization that actively participates, donates, and does volunteer works for the green Earth revolution in a time of rapid change. Mr. Cho was appointed as the Board Chairman as he suited the Green EV Platform for Carbon Neutrality, the AMIS project goal.

Be that as it may, he owns 70 patents related to the 4th Industrial Revolution, including blockchain technology such as blockchain-based emergency relief and hospital cryptocurrency methods and devices, blockchain-based healthcare promotion participation and rewards, blockchain, and AI-based transportation decentralization MaaS methods and devices, etc. which is the personal record both domestically and internationally.



## Myung-Kyu Lee COO

### Chief Operating Officer, AMIS Project

Current) AMIS EV Representative Director  
Former) Danal Affiliate CEO  
Former) POSICUBE CMO  
Former) Department Manager, Dept. Marketing / Product Development, Samsung Card  
Bachelor's Degree, Yonsei University (Seoul)

Mr. Lee performed various tasks including marketing, product development, establishing a digital platform, Fintech, etc. at the credit card company, and his major achievements were to oversee the development of Samsung Number Card, Samsung Pay, etc. to mark them as the most representative services in the field. Since then, he has had various business experiences related to the 4th Industrial Revolution, such as consulting solution business that combines Voice AI at the startup company, a project to combine Pay Coin, a cryptocurrency with a messenger in Danal affiliate company, etc. He is in charge of business operations in AMIS projects.





## Nam-Ho Kim CFO

### Chief Financial Officer, AMIS Project

Current) CFO, AMIS Group  
Former) General Executive Director |  
Check Payment  
Former) Risk Manager | C&C  
Capital  
Former) Manager, Dept. HR &  
General Affairs | Aju Capital  
Former) Dept. Sales and Finance |  
Daewoo Motors

Mr. Kim has experience planning Sales and various financial instruments in the Department of Sales and Finance at Daewoo Motors. He served as a manager at Aju Capital to make important decisions in the field of B2B and B2C, and he worked as a general executive director at Check Payment until very recently. He is responsible for financial affairs as a chief financial officer for the AMIS project.



## Jeong-Ho Kim CTO

### Chief Technology Officer, AMIS Project

Former) TECHIN IT CTO  
Former) TriGem Computer Retailer  
Former) LG Electrics MIS Team  
Former) Seoul HANSCOM Dept.  
HW Business

Mr. Kim is responsible for the technological area of the AMIS project, based on his abundant experiences such as connecting groupware between city/county offices and local offices of Gyeonggi Province at Department of WAN communication and network at Seoul HANSCOM Corp., establishing connecting network system between local NACUFOK and headquarter offices in Gyeonggi Province, connecting with the group in Japan using ISDN protocol for the first time, managing LAN equipment in headquarter and local offices as a communication network admin in MIS Team, LG Electrics, planning and establishing Mining system H/W using blockchain technology at TECHIN Corp, etc.



## Suck-Gon Kim CMO

### Chief Marketing Officer, AMIS Project

Current) Managing Director, AMIS  
Rental  
Former) CEO, M2Oway  
Former) Director, KS Net  
Former) WISEPOS

Mr. Kim has developed various payment solutions such as VAN, PG, POS, KIOSK, etc. at WISEPOS Corp. and KS NET Corp. and distributed them to agencies, has an experience as an advisor regarding payments for communication and consultation with the Financial Services Commission and the Ministry of Trade, Industry and Energy, Cheongjeongsan solution development PM, and developing new EV charger payment system as CEO of M2Oway Corp. PG in 2020.

Based on his rich experience in agency offices, he performs as a chief marketing officer who develops and distributes Token payment solutions for the AMIS project.



## **Dong-Rok Koh CEO**

ESG Business Partner

Current) CEO, Quantum Brain Network

Former) Managing Director, Hyundai Mobis

Former) Manager, Hyundai Motors



## **Ki-Ok Kim Chairman & CEO**

Charger Products Supply Partner

Signed a Contract for CUS Charger AMIS Token Payment

Current) CUS CEO & Chairman



## **Seong-Hyuk Oh Representative Director**

Carbon Credits Trading Business Partner

Selected as "Support Project for Registration of External Business Using EVs"

「 Korea Transportation Safety Authority 」

Current) CEO, KS LAB (Integrated Solution for EVs)

Former) Researcher, Hyundai Motors Research Institute (Automatic Transmission)

Former) Adjunct Professor, Dongguk University Gyeongju Campus (Computer Multimedia)

Former) Tech Advisor, Carang (Vehicle Defect Diagnostic Device)



## **Seung-Won Kook Chairman & CEO**

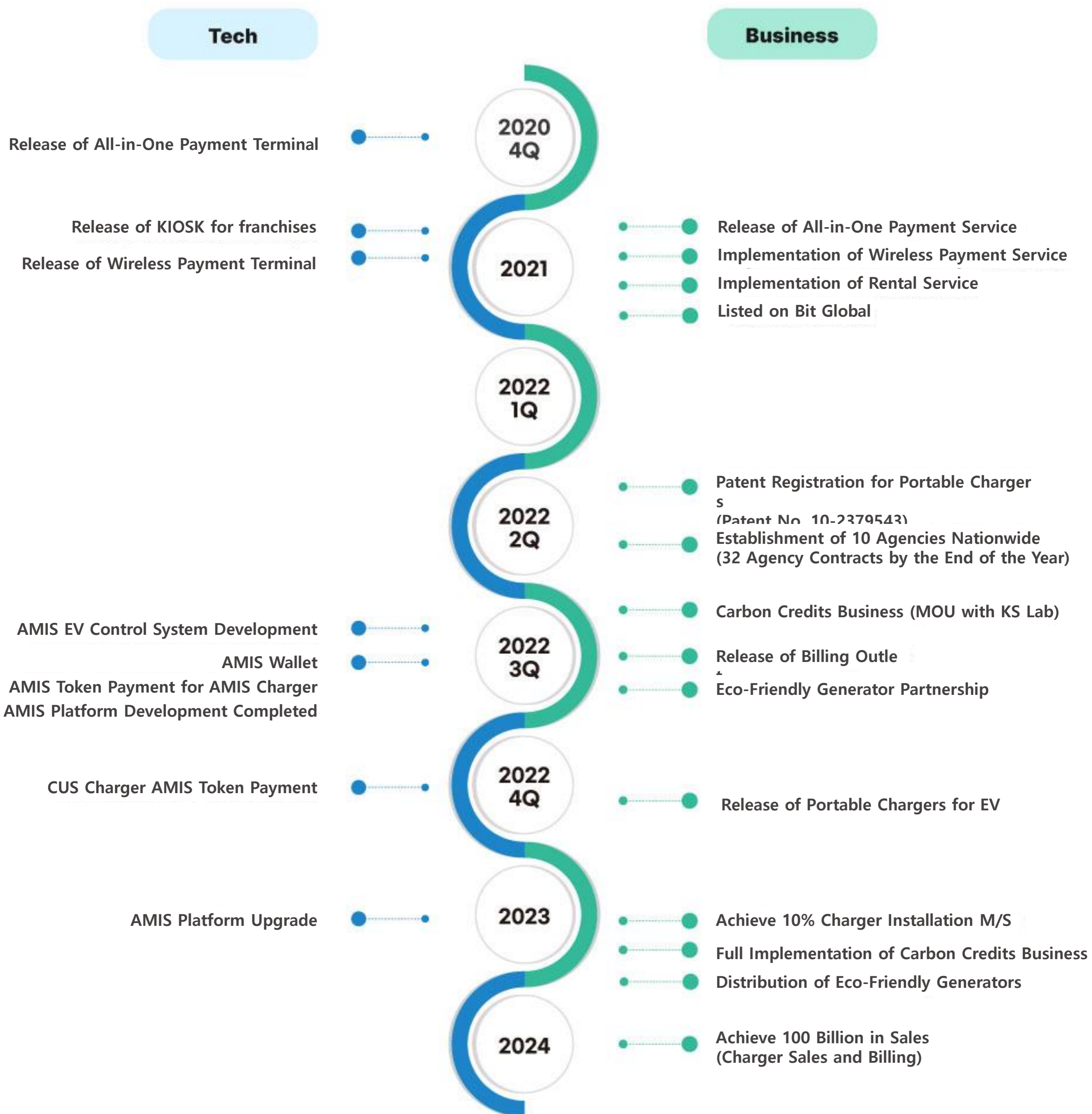
Eco-Friendly Generator Partner

Current) Chairman & CEO, Haneol Sani The Bio Corp.

Current) Chairman & CEO, Haneol SnB Chemical



## Roadmap of AMIS Affiliates that Participates in AMIS Project







**CUS Corp.**

Contract for Supply of EV Chargers (Jan 2022)  
Signed a Contract for an electronic payment agency including AMIS Token (May 2022)



**SMART M Corp.**

Contract for EV charger development (May 2022)  
Contract for charger control system development (Jun 2022)



**LN Venture Group – COINVEST Corp.**

Development of AMIS Token, Blockchain, and Wallet (Jul 2022)



**KS LAB Corp.**

EV Carbon credit trading partnership (Jul 2022)  
Selected as external business registration support business operators using EV (19 Aug 2022)



**KSNET Corp.**

Contracted a partnership for payment business of the national association (Jan 2021)

**EVCK Corp.**

Charger producing company developed by SMART M (Jul 2022)



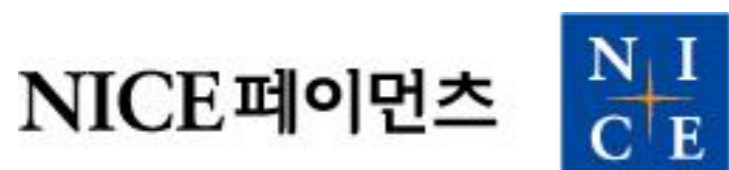
**Cha & Kwon Law Offices Co., Ltd.**

Legal advisory contract (May 2021)



**AJ Networks Corp.**

Contract for product supply (Feb 2021)



**Nice Payments Corp.**

Contracted a partnership for marketing tasks (Aug 2021)



**Welcome Payments Corp.**

Electronic payment agency service contract (May 2021)

This whitepaper is intended for the provision of information about the new business model and the status of the AMIS project plans to proceed, as well as information about the team. This whitepaper does not intend to constitute a solicitation for investment in our platform. Moreover, nothing contained in the whitepaper is relied upon as a promise, representation, or undertaking as to the future since it was provided based on the time this whitepaper was written.

The AMIS project team does not assure the accuracy or completeness of the information about this whitepaper, which is not legally binding. For instance, the AMIS project team does not guarantee that i) the whitepaper is based on legitimate rights and does not infringe on the third-party rights, ii) the whitepaper has commercial value, iii) the white paper is appropriate in fulfilling particular goals of your interest, and iv) the whitepaper contains errors. The scope of liability exemption is not limited to the examples listed above.

When this whitepaper is used for your decision-making and other actions (including but not limited to referring to or making evidence out of this whitepaper), the consequences are entirely at your discretion, whether any kind of profit or loss. In other words, the AMIS project team is not liable for any kind of compensation for damage or loss whatsoever which you may suffer in connection with accessing this whitepaper.

## **Cautionary Note on forward-looking statements**

(a) All statements contained herein in this whitepaper may constitute forward-looking statements including statements regarding the future of the project, future events, expectations, etc. These are not statements based on historical facts but are identified by expressions similar to terms such as 'scheduled', 'estimated', 'belief', 'anticipated', 'expected', etc. The forward-looking statements can be contained in presentations, interviews, videos, and other materials accessible by the public. The forward-looking statements in this whitepaper include but are not limited to the future result, performance, achievements, etc. of AMIS and its affiliates.

(b) The forward-looking statements involve various risks and uncertainties. You are cautioned not to place undue reliance on these forward-looking statements given that these statements do not guarantee future achievements. The actual performance and development of the AMIS project team and partners may differ from the expectations set by the forward-looking statements if risk and uncertainty become reality. Even with shifts in such situations, the AMIS project and partners are not liable for the updates of these forward-looking statements. If actions are conducted based on these forward-looking statements in the AMIS project team and partner homepages and other materials, you are solely responsible for the failure of the forward-looking statements.

(c) The AMIS platform is not completed or under complete operation as of the date indicated in the whitepaper. Although the description was made on the premise that the AMIS platform would be complete and fully operational in the future, this should not be interpreted as a guarantee or promise to the completion and full operation of the platform.

## **Anti-Money Laundering Disclaimer (AML)**

The purchaser agrees not to be involved in any form of money laundering, illegal currency transactions, and other restricted activities through the AMIS Token and other related derivatives of the AMIS project team. Each participant must ensure that AMIS Tokens and other related derivatives cannot be directly or indirectly sold, exchanged, or disposed of for money laundering purposes.

## **Important Notes**

Laws, regulations, technology, economy, and other factors, the information provided in this whitepaper may be inaccurate, unreliable, or final and may change several times due to frequent changes in relevant policies. This document is for reference only. Our team is not liable for the accuracy or legitimacy of the information provided. Anyone interested in participating should not rely solely on the information provided in this whitepaper. We recommend the participants investigate on their own prior to the sponsorship. This whitepaper is innately a business proposal or business-promoting document and is not legally binding for any case. The content of this whitepaper is for information purposes only, and the token buyers must pay extra attention themselves.

## **Language Interpretations**

This document is provided in Korean and English. Thus, the Korean language version will prevail to resolve the case in the event of the conflict.