

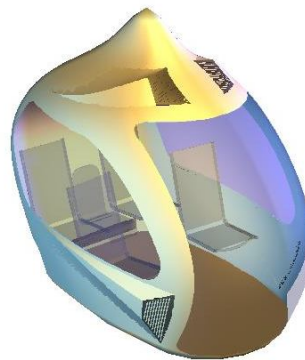
Metropolitan **I**ndividual **S**ystem of **T**ransportation on an **E**levated **R**ail



Investment Prospectus

MISTER Ltd

ul. Niedziałkowskiego 1/4
45-085 Opole
Poland
Phone: +48 (0) 793 044 555
info@mist-er.com
www.mist-er.com



Elevator Message:

“ If you could turn back the clock, would you NOT invest in Microsoft 20 years ago ?! ”

- While MISTER relates to a different technology and field, it has a similar potential.
- MISTER is the answer for every city in the world with traffic jams and transport problems.
- Patent pending inventions, experience and know-how to make it happen on a grand scale.
- Business based on outstanding financial and social benefits.





Personal Rapid Transit (PRT)

Index

- **Our Investment Premise – Our Story**
- **The Problem**
- **Our Solution**
- **The Target Market**
- **Competition**
- **The Numbers**
- **Our Team**
- **Conclusion**



MISTER prototype demonstrated in Opole City square in Sept 2007

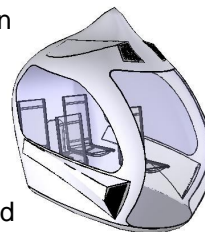
"Imagination is more important than knowledge."

Albert Einstein



Our Story

- What is PRT
- Market need (what and where is needed).
- Our competitive advantage / value proposition
- Business model
- How are we better ?
- Why are we positioned to win ?
- Why have PRT-s not succeeded as yet ?
- Why will we succeed where others have failed
- Product stage
- Mitigating risks
- The KEY and guarantee of MISTER's success

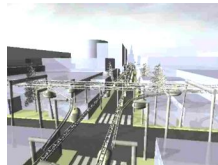




What is PRT ?

...Our Story

- PRT stands for Personal Rapid Transit system. It means light rail infrastructure suspended some 10 meters above the ground, over the city streets or along the curb side.
- Individual travel in automatic, car size vehicles, on demand only, no stopping from start to destination, with high average speed of 50 km/hr, safer than air travel, inexpensive to build, maintain and operate.
- It is a 50 year old concept, which only now is coming to the fore, as a result of inexpensive computer technology making such development feasible
- Extensive literature is available on the internet e.g. <http://faculty.washington.edu/jbs/itrans/>



5

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com



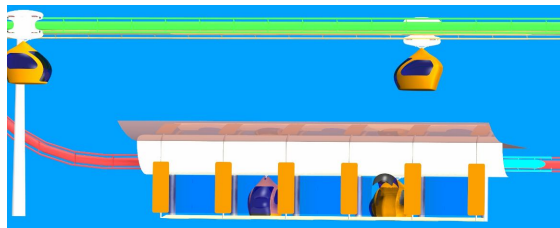
Market need

...Our Story

Need– indisputable and urgent need for better public transport services, as proven daily in every city every day by congestion, pollution, accidents and discomfort of city transportation, both public and private.

Target – All medium and large cities, holiday centers or tourist attractions anywhere in the World.

Market - Worldwide - rough estimate shows it to be worth at present at least €200-400 billion per year and growing fast. Some sources say that city transport constitutes 5-15% of GDP



6

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com

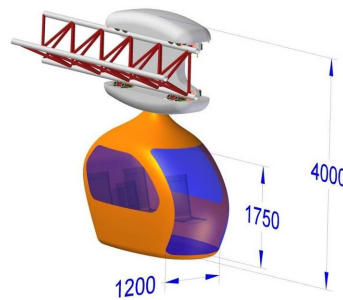




Our competitive advantage / value proposition

...Our Story

- Objective of this investment is development of a **new, public transportation system for cities around the World**
- MISTER is a unique and patented invention
- This new and highly innovative system offers major benefits to the public and city administrators alike
- As a result, investment presents a substantial business opportunity because MISTER Ltd is aiming to become a World leader in this field
- At this stage there are a few companies around the World developing similar solutions, but MISTER's design is superior for technical, functional and economic reasons



7

Investment prospectus - July 2008 (US)

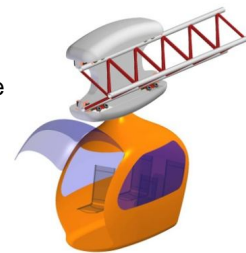
MISTER
www.mist-er.com



Business model

...Our Story

- Compelling business model - provision of an abundance of vehicles to ensure superior service, therefore creating high system usage
- Projected growth of 30-50% per year.
- Superior solution and technology will translate into more orders
- Money will be made from high volume of passengers, advertising and goods being transported, while operating costs are low thanks to automated operation, simple, reliable and therefore inexpensive system.
- Our systems will be acquired by the cities on outright purchase basis or operated jointly.



8

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com





How are we better ?

...Our Story

Because MISTER:

- Has better design and operational parameters
- Is cheaper to build, operate and maintain
- Has high capacity design
- Is the most energy efficient of all PRT-s
- Is supremely ecological
- Has capability of dual mode and intercity operation



9

Investment prospectus - July 2008 (US)

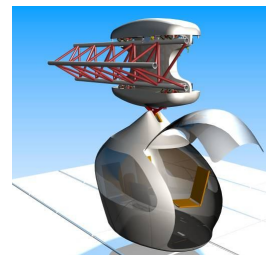
MISTER
www.mist-er.com



Why are we positioned to win ?

...Our Story

- Global market potential (world-wide appeal, mass market need, service and pricing).
- Highly experienced Management Team with excellent know-how.
- Technology differential (3 patents pending for core product elements plus innovative software technology).
- High barrier to competitive entry (technologically advanced with unique business & R&D model).
- Close co-operation with top Technological Universities in Europe
- Access to inexpensive yet highly educated and skilled technical resources in Central-Eastern Europe.



10

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com





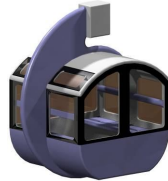
Why have PRT-s not succeeded as yet ?

...Our Story

- Earlier technology and cost limitations (NOT a problem anymore).
- Major obstacles and delay tactics by various entrenched lobbies of old, expensive systems.
- Ignorance and vested interests (but MISTER has already gained several Letters of Intent and "rights to build").



MISTER design – by Warsaw promotion Office for EURO 2012 project



MISTER design – ASP Kraków (left: Pindur and Zawierucha, right: Kracik)



Why will we succeed where others have failed ?

...Our Story

Because we have:

- Several client cities, which have given us PERMISSION TO BUILD, where NO OTHER competitors have obtained such Right of Way (ROW)
- We have superior product, protected by patents
- Experts in designing and implementing complex computer systems, which are crucial to overall systems success.
- Excellent and experienced Management Team
- Developed working prototype
- Obtained co-operation and verified production readiness with other partners
- Availability of inexpensive, off the shelf components and computer hardware.
- Public transportation systems are in crisis
- Superior business model and pricing

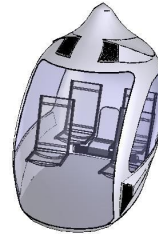




Product stage

...Our Story

- Feasibility study – done
- Scientific/professional confirmation - done
- Initial design – done
- Patents applied for - done
- Prototype and cost verification – done
- Sourcing of subcontractors – done
- Signing up of client cities – done (2 confirmed and several in progress)
- MISTER is one of a handful of viable PRT systems ready for commercial development



Mitigating Risks

...Our Story

- **Market – minimal risk**, because this is an inevitable, emerging and Worldwide market of necessity, similar to food market.
- **Technology - minimal risk**, barring the invention of antigravity or some other overturning of the current laws of physics. Our technology is simple, yet protected by patents.
- **Management – low risk**. Company has all key management of top quality and will easily draw additional top management talent because of its unique product, market and profitability
- **Finance – low risk**. Once the 1st system is developed and proven, it will be easy to obtain bank loans for further expansion and pay them back from operational income.





The KEY and guarantee of MISTER success ...Our Story

OPOLE city (Poland)

- World's FIRST right of way for a commercial PRT pilot system within the existing city fabric
 - **4 km of 2-way tracks (extendable to 34 km in second phase)**
 - **100 vehicles, 24 stations**
 - **Up to 2.000 PAX/hr per direction**
 - **Up to 4.000 PAX/hr * 2 km trips**
 - **Full commercial value + tourist attraction!**
 - **Permission to build additional 30+ km, after this initial system is completed**



MISTER prototype demonstrated in Opole City square in Sept 2007



First 3 km of MISTER network planned for Opole



The Problem

- The pain we are solving
- Current state of the market
 - Why is the market ready for change?
 - Does the target market understand that there is a problem?
 - Why is this technology a solution for the target market?





The pain we are solving

The Problem



Is This Our Future?

Is this a **better** city landscape than
Personal Rapid Transit (PRT)?



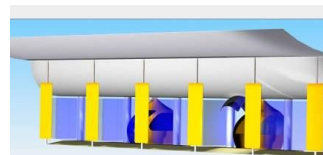
And what about the **quality** of life?
Pollution; Accidents; Congestion; Financial costs?



Current state of the market

The Problem

- Emerging market
- No real competition yet
- Full agreement in the market that there is a major problem
- Ready for change as there are no other viable solutions to improve the situation Worldwide
- Growing number of city administrators are beginning to understand PRT solution and agree that this is the direction they must take in order to solve public transportation problems
- PRT is the only technology which is capable of solving the problem in an economically viable manner



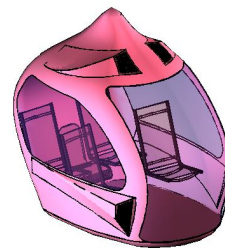
MISTER station design ©





Our Solution

- The solution.
 - Why is our solution compelling to the target market identified below?
- Professional opinions
- What advantages does our solution offer to the market?
 - Character and key elements of MISTER
 - Underground guideway network
 - Other highlights
 - Console operation
 - MISTER prototype development in Opole (Poland)
 - The KEY and guarantee of MISTER success
 - Stops – independent, parallel parking bays
 - Passenger ride comfort during banking
 - Standard comfort elements
- Success factors



The solution

Our Solution

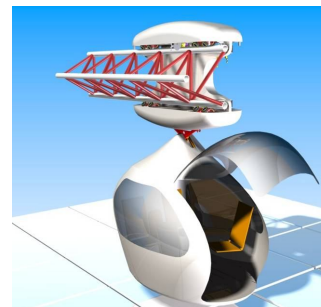
New, highly innovative and patented version of PRT

Several advantages over other PRT designs

- Technical
- Functional
- Economic

MISTER has a working demo-prototype

And permission to build World's 1st city wide system



MISTER vehicle, track design ©





Professional opinions

Our Solution

- MISTER's technical and constructional feasibility has been confirmed by several academics from leading Polish Universities and practitioners alike, authorities in the fields of transportation, ecology and economics, so they can hardly be questioned. Their opinions are available in full at www.mist-er.com website.
- Quotes from these opinions, leave little doubt as to the MISTER feasibility :
 - „From the point of view of my knowledge and experience, I can say with full responsibility, that this system is technically entirely feasible, and what's more, potential technical problems do not seem to be unduly difficult” - **Assoc. Professor, Włodzimierz Choromański (Warsaw Technology University, Dir. of Transport Construction Theory Dpt.)**
 - „MISTER is a new, futuristic system of city transportation for the public” **Assoc. Professor, Wiesław Starowicz (Cracow Technology University, Dir. of Transport Organization and Economics Dpt.)**
 - „MISTER may solve communication problems in the centres of large cities, inclusive of the vicinities of historic quarters and tourist or shopping areas” - **PhD. Witold Lenart (Warsaw University, Deputy Director of Centre for the Ecological and Environmental Research)**
 - „From the studied material, the project is technically and economically mature, worthwhile supporting for the experimental (prototype) stage.” – **PhD Eng. Janusz Fijałkowski (Warsaw Technology University, Senior Lecturer at Transport Faculty)**
 - „Many years of my professional experience gained in Europe and Australia allows me to make these positive comments in all areas, be it technical, economical or ecological.” - **Eng. Kazimierz Bik (Australia, Queensland Roads Dpt.)**
 - Is such a system feasible? This question should be split into two parts:...
 - ... The answer to the first question is simple – YES,The answer to the second question is also YES – ...” **PhD Eng. IT, H. Dobrowolski (Warsaw Technology University, Deputy Director - Informatics Institute)**
- Warsaw Technology University has completed in March 2007 a 6 months study into MISTER and PRT solutions, confirming their feasibility and advantages. Some 200 page report (in Polish) is available upon request.



What advantages does our solution offer?

Our Solution

Competitive to ALL current public transportation systems because of the following properties:

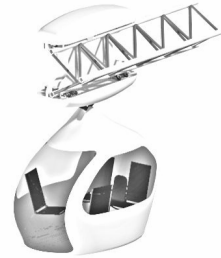
- Inexpensive to build, maintain and operate.
- Safe and fast .
- Always available and on-demand.
- Fully automatic and comfortable as a private car.
- Can be also used for stores supplies and waste removal (different vehicles).
- High, realistic throughput of 3,000 -10,000 passengers p/direction p/hr.
- Maximum safety - better than aircraft.
- Anti vandalism protection by camera and sensors, with automatic re-direction to a police station in case of system abuse.





What advantages does our solution offer? **Our Solution**

- Individual and direct mode of transportation for each passenger or cargo between start and destination, no queuing, delays and congestion.
- Major reduction of transit times between start and destination (average speed of 50 km/h)
- Major reduction of air pollution (electric power)
- Substantial reduction in energy consumption per payload unit (better than 1/10 th of bus, 1/2+ of metro)
- Major reduction for infrastructure real estate demands
- Anti-terrorist structure, due to “target dispersement”
- Anti-flooding structure, since it operates 6+ meters above the ground
- Reduction in remaining road vehicles congestions, accidents, traffic jams and reduction in number of trucks delivering/collecting goods within city
- City monitoring and ambulance/police functions



23

Investment prospectus - July 2008 (US)

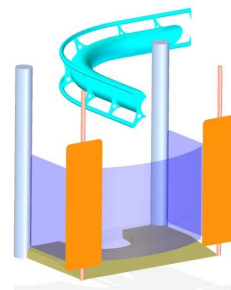
MISTER
www.mist-er.com



Character and key elements of MISTER **Our Solution**

Suspended PRT concept, which has a number of advantages over supported PRT-s

- Ability to add stations and intersections without modifying existing tracks
- High capacity system
- Externally powered via an electrical power rail or cable (like trains)
- High climb/descent angles (45 degrees)
- More reliable, faster, less expensive and more accessible for people and cargo
- Easy provision for wheel chair, prams, bicycles access to ALL vehicles at ALL stops
- Level floor at all times



24

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com

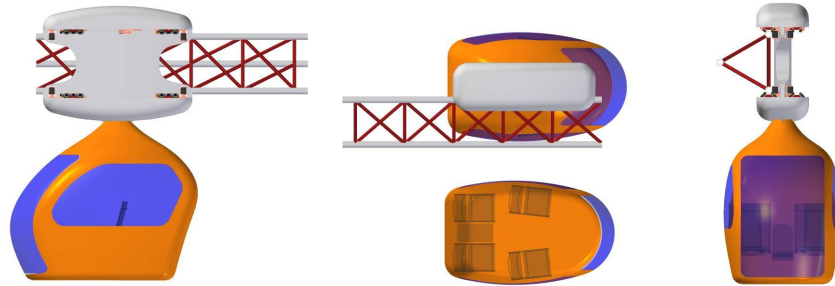




Character and key elements of MISTER

Our Solution

- It has a patented “static, non-contact switch” design, which enables adding of stations and intersections without changing structure of existing tracks. Two other patents pending and 3 more in preparation.
- It has an extendable design for a “dual mode” operation (door to door)



25

Investment prospectus - July 2008 (US)

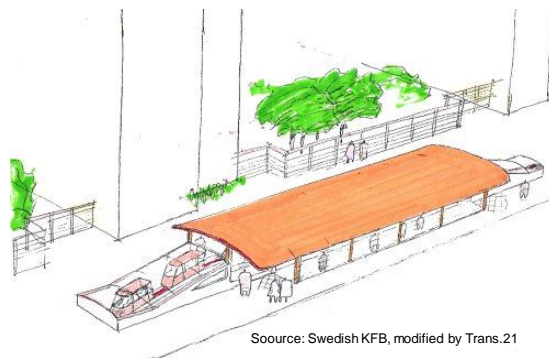
MISTER
www.mist-er.com



Underground guideway network

Our Solution

- Possibility of creating an underground network of metro-like tunnels with stops surfacing at the street level.
- But, obviously, such a solution increases significantly cost and time of the system development, so it is useful only where above the ground guideways are not feasible or not desired.



Source: Swedish KFB, modified by Trans.21

26

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com





Other highlights

Our Solution

PERSONAL SAFETY

- Video monitoring inside/outside and at the stations
- No ride sharing with strangers
- Emergency buttons for redirection to hospital or operator assistance
- Anti vandalism protection

SYSTEM RELIABILITY

- 300 000 km fail safe travel target
- All control and propulsion components redundant

ENERGY EFFICIENCY

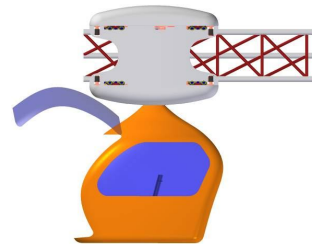
- No tires = less friction
- No batteries as main means of propulsion = less energy, no problems with storage/charging
- Braking energy recovery

PERFORMANCE

- Functional
- Inexpensive to build and operate
- Average speed of 50 km/h



MISTER vehicle and track design ©

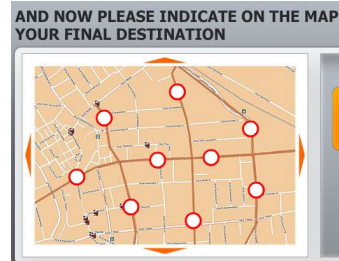


Console operation

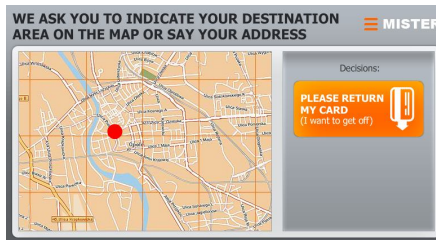
Our Solution



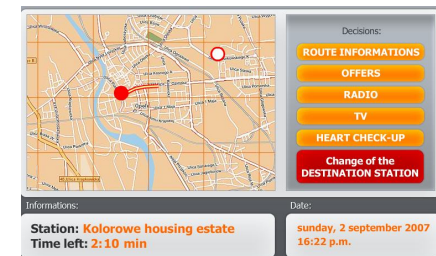
2: Touch destination station



1: Point city area



3: Confirm and GO ! Select extra services

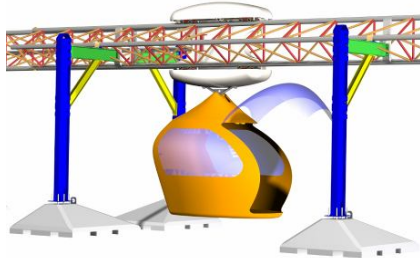




MISTER prototype development in Opole (Poland)

Our Solution

MISTER prototype demonstrated in Opole City square in Sept 2007



CAD Project

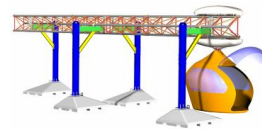
Prototype



MISTER prototype development cnt.

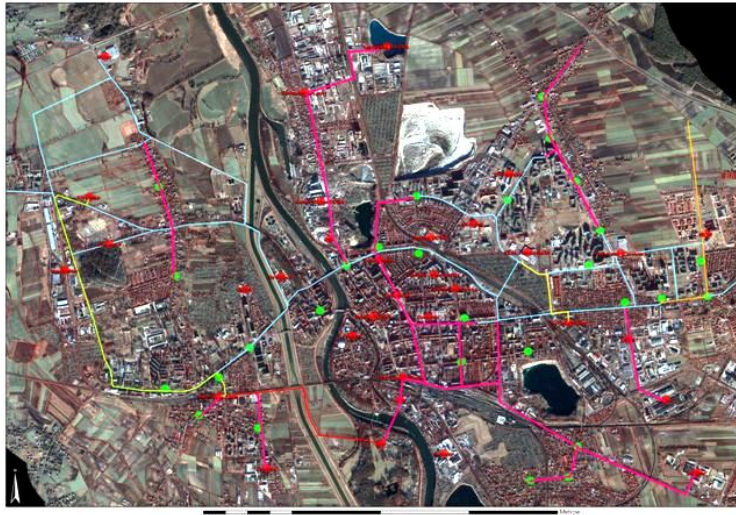
Our Solution

- Designed and built during 3 months period by a handful of people
- Demonstrator is a fully working 1:1 scale MISTER system consisting of:
 - Complete vehicle with propulsion caddy, safety systems, multi-media and control, air-conditioning and heating
 - 20m overhead rails, which are overlapping and demonstrate patented contact less static rail switch
 - 4 support 4 columns on free standing footings (for demonstration purposes only, as actual support columns will be taller and mounted on foundations)
- Prototype moves along the overhead rail, switches during its movement onto the parallel rail and continues till the end of the 2nd rail.
- It shows the simplicity and benefits of this novel rail switching system, as both rails are NOT connected in any way. It means that adding of the new stations or lines is simple and non-interfering with the existing rail network.





The KEY and guarantee of MISTER success **Our Solution**



34 km of MISTER network planned for Opole phase -2

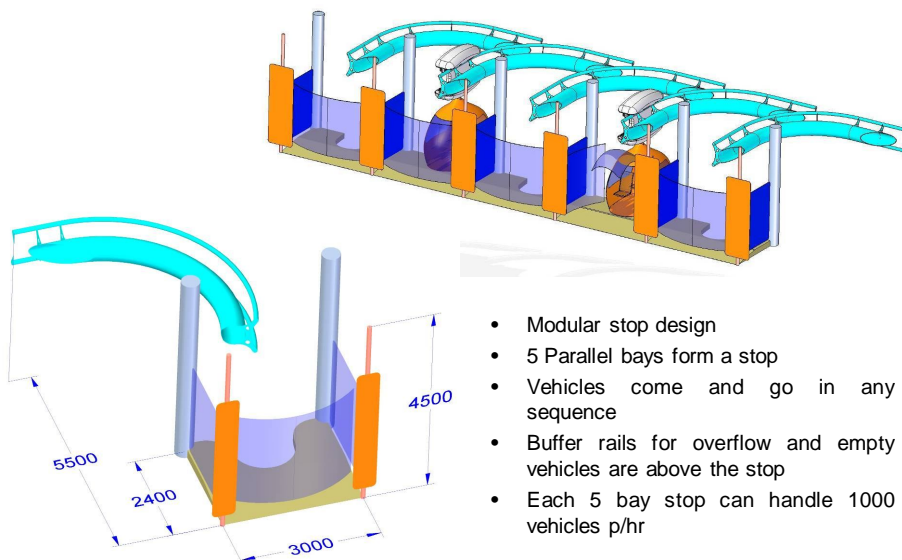
31

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com



Stops – independent, parallel parking bays **Our Solution**



32

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com

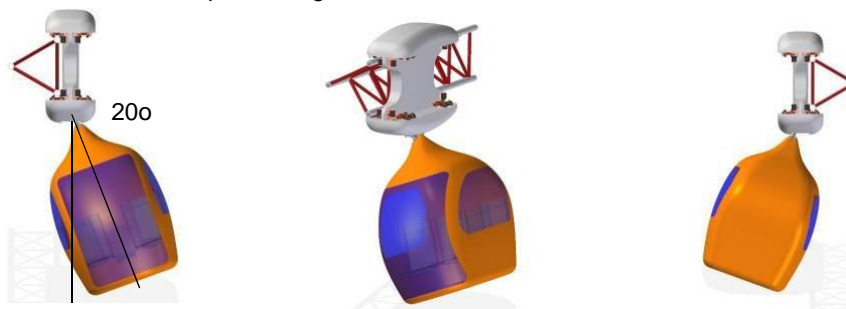




Passenger ride comfort during banking

Our Solution

- MISTER design is focused mainly on people, their safety and comfort.
- MISTER does not need any safety belts nor superelevation.
- No need to complicate guideway construction because of centrifugal forces during banking.
- Depending on travelling speed, cabin will adjust to the neutral position automatically using combination of gravity, centrifugal forces and servo assisted positioning.



33

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com



Standard comfort elements

Our Solution

- Air conditioning system – automatic and manual control
- Comfortable main seats
- Two self-closing seats in front to free space and to provide better comfort if only two or three passengers are present or for wheel chair, pram or bicycle
- Two LCD displays:
 - one small 10" touch screen, placed near main seats for easy use by passengers
 - one at least 17" placed on the entrance door
- Audio and video system with several RTV channels
- Direct connection to the support centre from each cabin – safety aspects
- Emergency buttons to redirect cabin to the nearest hospital
- Cabin without rear window to provide better privacy for the passengers
- Very big side windows and front window/door
- Easy accessing of the cabin
- Cabin stops are at the street level or at any desired level
- All cabins are accessible for wheelchairs, bicycles and pushchairs

34

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com

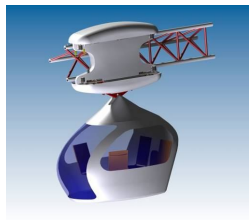




Success factors

Our Solution

- Inevitable development direction of transportation systems (low cost, functionality and speed), because NO CURRENT transport system can solve growing congestion, pollution and discomfort (as experienced daily by all city dwellers around the World).
- Mass market need for a necessary product.
- Global market potential.
- There is no such system in operation at present.



The Target Market

- **What market are we targeting?** – public, city transportation systems
- **Why is this an attractive market?** – because it is an indispensable part of societies, is in crisis and is huge
- **How will we compete in this target market?** – with superior product, management and business model
- **What is our pricing?** – pricing is on the par with bus fares
- **Who are the decision makers in the target market?** – city administrators
- **Why is this target market in a position to want our product and service?** – because there are no other economically viable solutions, while pressure to reduce problems is mounting





cont...

The Target Market

- **Validation?** – yes, two cities gave permission to build MISTER and several Letters of Intent from other cities were already obtained (available on our website)
- **What does the sales cycle look like?** – after the 1st system is developed and news spread about it, we expect cities to approach us on their own (as some already did). Then it will take about 1-2 years to start system development.
- **How much time and money does it take to close a sale?** – there is no usual „sale“, as the systems will be developed and operated jointly with the cities. It is expected that it will take about 2 years to develop core system in each city.



Competition

- Who is our competition?
- How are we positioned to capitalize on our strength?
- MISTER advantages over other leading PRT-s





Who is our competition?

Competition



- **ULTra** – battery driven, heavy, rubber on concrete
- **Vectus** – expensive LIM propulsion, heavy
- **COASTER** – battery driven, heavy
- **2getthere** – battery driven, heavy, rubber on concrete (similar to ULTra)

39

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com



How are we positioned to capitalize on our strength?

Competition



MISTER has the following technical, economic and functional advantages :

- Suspended - cannot fall over, easy and inexpensive stops
- No ground level tracks - less real estate requirements
- Non-contact rail switch - can add stops latter, without affecting guideway
- Very light - less energy and materials for vehicles and guideway
- External power - no heavy, wasteful, cumbersome batteries
- High capacity - designed from start for 2-way, downtown traffic

40

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com





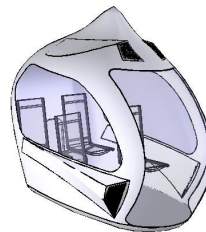
MISTER advantages over other leading PRT-s **Competition**

	MISTER	ULTra	Vectus	Coaster
Costs p/km	€5 min	€10? Min	€10? Min	€10? min
System engineering complexity	Low (important for cost, safety and reliability)	Medium	High	Medium
Line Capacity per hour per direction (p/hpd)	5,000-12,000 (high capacity – v.important)	2000	4,800 - 5,760	2880
Vehicle size	2.1x1.5x1.7 (small but comfortable)	3.7x1.4x1.8	3.5x1.6x2	3.7x1.4x1.8
Weight	300 (light – cost and energy)	1400	900	1500?
payload	300 (sufficient for wheelchairs, bicycles..)	500	300	600?
System control	Distr & asynch (better than C&S, more dynamic, faster)	Central & synch	Central & synch?	Central & synch?
Max. persons	4 or wheelchair + 1	4	4	8
Headway (sec)	0,7 (realistic, achievable – necessary for high capacity)	3?	2.5	10?
Station Capacity	1,200-4,800 (5 berth)	500?	480	3000?
Line Speed km/h	50 (sufficient and max for short stop spacing)	40	60	54
Energy Requirement Wh/veh-km at 45 km/h	500 (very efficient)	>1000?	660	>1000?
Max. Grade ratio (%)	1:1 ("mountain climbing capability)	1:10	1:10	1:10?
Max. Curve Radius (m)	3	5	5	6
Max. Winds - Normal operation (km/h)	60	?	45	?
Degraded performance in gusts up to (km/h)	120	?	100	?
Normal operation in rain, heavy snow, ice	Yes (shielded and heated rail)	N (snow problem)	Yes	Yes
storms, freezing rain and moderate hail	Yes	Y	Yes	Y
Station spacing (m)	100-500 (private stations available)	300	300-500	500
Wheelchairs access at all stations and all vehicles	Yes	Y	yes	Y
ramps or elevators needed?	No	Y	yes	Y



The Numbers

- City infrastructure costing “perspectives”
- MISTER Estimated Development Costs
- 1st COMMERCIAL SYSTEM (4 km) Costs
- Product's value metrics





City infrastructure costing “perspectives” The Numbers

- **\$100 billion wasted in traffic jams in 2000 in USA alone**
<http://www.ai.uic.edu/projectMain.html>

- Approximate costs of city infrastructures:

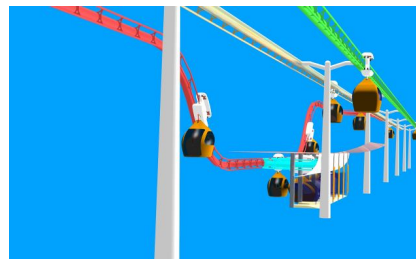
– 40 storey sky scraper	- \$ 200+ M
– multilevel intersection	- \$ 20-100 M
– 1 km metro (underground)	- \$ 100+ M
– 1 km of Automated People Movers (APM)	- \$ 50+ M
– 1 km of Light Rail (LRT)	- \$ 30-50 M
– 1 km of 6 lane freeway	- \$ 30+ M
– 1 km of 4 lane highway	- \$ 10+ M
– 1 km of tramway (LRT)	- \$ 10-30 M



MISTER Estimated Development Costs The Numbers

Cost of MISTER p/km (in built up area):

- 1 km of 2-way guideway (50 support columns, labour) - \$ 1.5 M
- Stations (6 small structures with 5 vehicle stops each) - \$ 2.0 M
- Vehicles (100 @ \$20K p/vehicle) - \$ 2.0 M
- Automation, Rail/support sensors and control - \$ 2.0 M
- **TOTAL cost p/km (with rolling stock !): - \$ 7.5 M**



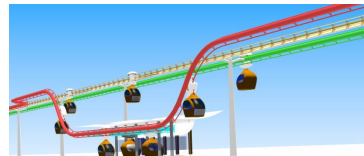


1st COMMERCIAL SYSTEM (4 km) Costs

The Numbers

US\$ 38 million

- **Our cost estimate for 1st commercial system** is supported by data from other PRT systems development.
- Recent estimate for a new test system by the guru of PRTs, Dr. J.E Anderson is under USD 10 mln and available at: <http://kinetic.seattle.wa.us/nxtlevel/prt/jea-newproj.html> website.
- MISTER has finalized pre-production agreements with a number of companies to build all system elements.
- Initial quotes for the development are all within earlier estimates.



Product's value metrics

The Numbers

Does it reduce time to market? – YES, MISTER development will be much faster than any road, rail or metro infrastructure.

Is it less expensive? – YES, 5 to 20 times less for the same carrying capacity than other public transportation systems.

Does it create a competitive advantage for the customer? – YES, it solves the most critical problems of modern cities i.e. congestions, accidents and pollution.

Do we have revenue? - NO

When will we be profitable? – within 2-3 years from the start of 1st commercial system development.

Is the product or service ready or will we need continued R&D? – It is ready for certification track development. R&D will be continued permanently at about 5% of income.



Our Team



President/CEO and Chief Designer:

Ollie Mikosza - MSc. in Computer Science and Electronic Engineering from Warsaw Technical University (Poland, 1974).

- Over 30 years of hands-on experience in Business, Management all related to computer systems within high tech, telecommunications, military, banking, commercial, manufacturing, retail, hospital, distribution and other industries.
- Extensive experience in business engineering, business administration, financial analysis/control, applications, software development and consulting, project management, organizational structuring, recruiting/training.
- Working around the World, familiar with the cultural nuances and various customs of Europe, Africa, Asia and the United States.
- Set up and successfully managed own companies as well as being in managerial positions at other companies.



Key Management

Our Team

■ R. Kowalski – VP Technology

- PhD. From Warsaw University of Technology, Vehicles and Machinery Faculty.
- Manager of design unit at aeronautic corporation. Author and co-author of over 20 publications in the field of aeronautics with several diplomas for innovative technical projects.

■ A. Lampa – VP IT and Automation

- Msc. from Warsaw University of Technology - Faculty of Technical Physics and Applied Mathematics, and from Warsaw School of Economics - Faculty of Business Information Technology . Completed Management course at the Canadian International Management Institute. Managed e-learning department in a private training company, played a key role in development of IT framework at the Ministry of Finance, also worked for Norwich Union and Ericsson.

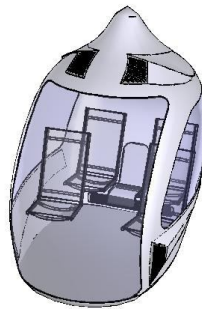
■ W. Kaliczak – VP Public Relations

- Graduate of Stockholm University and high level courses in marketing, advertising and PR, with lengthy experienced in diplomatic and business circles. Involved in several environmental Polish-Swedish projects. Member and Secretary of the Board for Swedish Business Club in Poland.



Conclusion

- How much are we asking and what for?
- Why is the World ready for PRT?
- Will our systems be profitable and WHY?
- Who are the customers?
- Why will we win in the marketplace?
- Realistic ROI



How much are we asking and what for?

Conclusion

1. **US\$ 8 million for the development of 1st system section and service center**
2. Seeking investment for the development of 1st city centre, 4 km commercial system - **\$ 30 million**

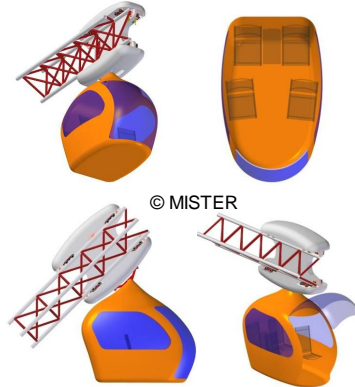




Why is the World ready for PRT ?

Conclusion

- No other solution possible, short of anti gravitation
- Quickly deteriorating transport options (long, inconvenient trips)
- Growing (fast) stress resulting in accidents and assaults
- Pressure on existing systems, which cannot be met economically, therefore increases drain on public funds
- PRT has now inexpensive and available technology to implement it
- It provides a quantum leap in ALL performance parameters, function, quality and cost factors over existing systems, including private car
- First systems are being built already



51

Investment prospectus - July 2008 (US)

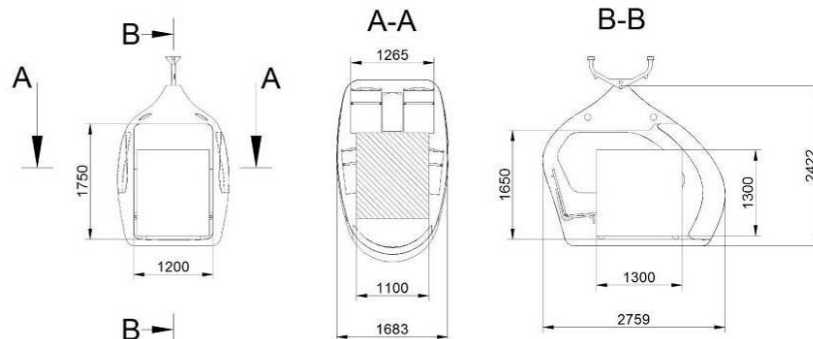
MISTER
www.mist-er.com



Will our systems be profitable and WHY?

Conclusion

- **Yes.** ROI for such systems will be under 3 years
- Initial systems will be built in busy city centres, connecting main hotels, business, shopping, tourist attractions and entertainment places with metro, bus or rail stations, possibly airports.
- Usage of such a system will be very high, even if people arrive to the city by other transportation means, because MISTER avoids all the parking and congestion problems and people have to move around the city centre all day.



52

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com





Who are the customers?

Conclusion

- EVERY town and city in the World is a potential client, as they ALL suffer same problems of congestion, pollution, accidents, costs etc.
- **Our initial client list :**
 - **Poland:**
 - **Opole** – regional capital in southern Poland, mid size city – **accepted** MISTER for initial development by unanimous decision of Mayor and Council
 - **Warka** – small tourist city near Warsaw, full acceptance and support for development of **10km** network
 - Zakopane (largest holiday resort, winter Capital of Poland)– **LoI**
 - Krynica– (large holiday resort)– **LoI**
 - Szczyrk– (large holiday resort)– **LoI**
 - **Other countries:**
 - **Middle East (3 locations)**
 - Santa Cruz, California, USA, small city (60,000) – under consideration



Why will we win in the marketplace?

Conclusion

Because it is emerging, inevitable and a very big market,
There is no dominant player on the world scene but
there is already 1st system ULT'ra in UK being built.

And MISTER has :

- NEW and superior, yet SIMPLE DESIGN plus inexpensive technology and components.
- Management and technical team with 2nd to none experience and know-how.
- Technology differential and pending patents around the World (80% of population).
- High capacity design, better throughput than metro for the same cost.
- High barrier to competitive entry.
- Access to inexpensive yet highly educated and skilled technical resources in Europe.





Realistic ROI

Conclusion

Investment summary

- 5 year ROI operating forecast is likely to be above 300%, while 10 year ROI forecast is above 1,000%
- Investment will be exceptional, because the market is huge and not based on some fashion or unpredictable preferences. It is like food, i.e. a necessity.
- There are no better means for city transportation in existence or envisaged.
- While the projects are large, but the leverage for the initial investors is hard to match.
- Investing in a hotel or other known type of business will not have the leverage, as the investment in a global corporation, that MISTER is set to become.
- All of the statements made in this presentation and other documents are based on reasonable, provable information and calculations.
- **Any enquiries are welcomed and can be dealt with during direct discussions with the investor and his experts.**



55

Investment prospectus - July 2008 (US)

MISTER
www.mist-er.com



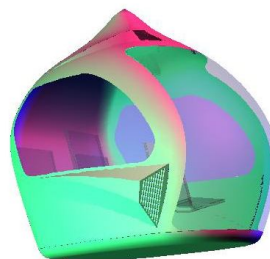
MISTER

www.mist-er.com, info@mist-er.com

Thank you

MISTER Ltd

ul. Niedzialkowskiego 1/4
45-085 Opole
Poland
Phone: +48 (0) 793 044 555
info@mist-er.com
www.mist-er.com



Metropolitan Individual System of Transportation on an Elevated Rail