

NEW GLOBAL SECURITIES. INC.

CAPITAL FOR THE COMMON GOOD

Our Mission Statement

New Global Securities (NGS) is dedicated to mobilizing and deploying capital for the common good – with a focus on international private-public financing of important infrastructure projects with the commercial inspiration of a patented financial instrument invented by NGS Chairman and Founder - Fumihiko Sato.

Capital
for the
Common
Good™

Who Are We

New Global Securities is a recently formed Delaware corporation whose purpose is to accomplish the mission and business plan set forth in this White Paper.

Capital
for the
Common
Good™

Introduction

New Global Securities Inc. (“NGS”) is a developmental stage entity whose purpose through various affiliates is to allow access to a globalized funding mechanism, with an onshore domestic entity offering funding using securities properly registered under the Federal Securities Laws, while simultaneously offering sister securities offshore for investment in the same projects.

In what seems to be a consistent hesitation for major infrastructure projects, financing governmental authorities find it more difficult to finance and construct major infrastructure projects.

NGS at its core prefers the financing of major infrastructure projects using funding mechanisms that allow for partial Japanese quasi/governmental guarantees of debt while the project is built and completed and tolls are collected and processed to pay off the debt and the interest payments through term and repayment.

At term and repayment the infrastructure project would be turned over to the appropriate governmental authority.

In recent times many government authorities are experiencing shortfalls in pension payments and earnings. To insure the integrity of the pension plans and payments to beneficiaries are made, upon term of a revenue generating NGS project (e.g., toll road), the project could be turned over to the relevant pension fund and the tolls from the infrastructure project’s toll road could be paid to the pension plan to insure the integrity of its funding and payments to its beneficiaries.

The New Global Securities Financial Investment

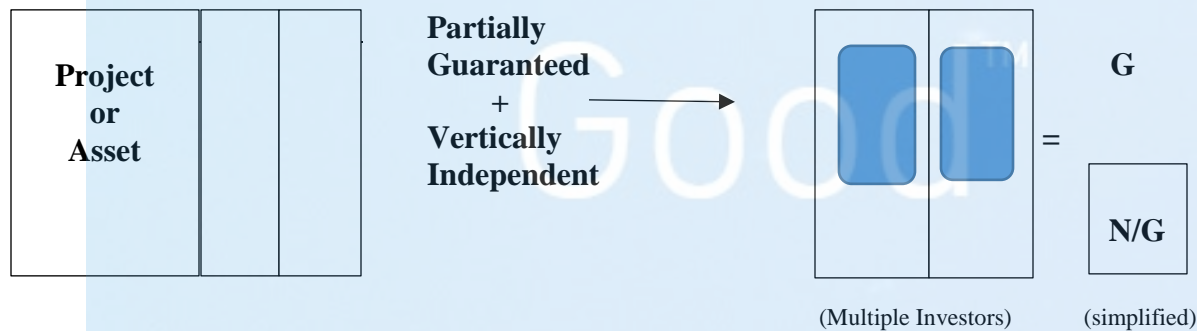
New Global Securities is a breakthrough financial instrument which, when appropriately deployed, can resolve many of the existing funding problems related to large infrastructure development and financing.

Developed and inspired by a design patented by Mr. Fumihiko Sato, CEO of New Global Securities, (“NGS”), is a patented form of Bond consisting of two components: the first component has a guaranteed repayment feature that becomes payable when due; the second component, a non-guaranteed feature when due with both sides of the Bond providing and bearing a pre-established rate of interest.

Existing Finance system



New Global Securities



The NGS is designed to allow both public entities and individual investors to participate in financing large-scale infrastructure projects.

The fundamental principle behind NGS is a unique concept of introduction of a security that can include financial components of both a debt instrument and an equity instrument. A variable percentage of the debt is guaranteed by a third party (e.g., NGS' current plan calls for a quasi-Japanese governmental source of guarantee. The guaranteeing company will receive a fee for the partial guarantee).

Subject to SEC registration, an issuing party can offer the security to members of the U.S. general public who can make investments with less risk because of the partial guarantee.

The ratio of debt portion guarantees to vary from over 1% to under 100% depending on the nature of the project. An issuing party may choose the most appropriate ratio (for example, 70%) so that the investment is most attractive for investors (less risk and yet profitable). In addition, NGS allows private investors to have easy access to all pertinent information regarding their investment through the NGS distribution network.

An example of typical NGS security

Debt portion X% Guaranteed / Interest	Equity portion Y% Dividend (No Guarantee)
--	--

The duration of the infrastructure security is flexible. The issuer can adjust the terms for different types of investment opportunities (e.g. Stage I, Stage II and Stage III).

Use of Artificial Intelligence and New Technologies

Artificial intelligence or AI refers to machine processes that simulate the way humans think. They are able to analyze data and make decisions based upon it. AI systems are able to process huge amounts of data extremely quickly -- much faster than the human brain -- detecting patterns that give businesses greater understanding.

It's not only their ability to analyze enormous quantities of data that make AI systems valuable. They are far more consistent decision-makers than people. AI systems never get tired or bored and don't exhibit human biases. Using AI to complete tasks reduces the danger of human error or prejudices – such as confirmation bias and discrimination.

Using artificial intelligence to analyze data and oversee all of the secondary obligations of the Issuer of the NGS security (e.g. payment, reporting, information, distribution) will allow for reduced demonstrative costs and complete oversight.

By using advanced and advancing technologies (e.g. mobile apps, blockchain record-keeping including transfer and payout records) NGS will empower and enable issuers and projects that will both serve the public interest and allow for long term economic growth without burdening taxpayers.

ILLUSTRATIVE PROJECT

The I-73-SELL Project

For illustrative purposes, NGS presents the Southern Evacuation Life Line (SELL) project, a 28-mile, multilane, limited-access toll road in Horry County, South Carolina that is a critical connecting section of the proposed, 42-mile, Interstate 73 Southern Section (I-73 South) highway, which itself is part of the much longer, multistate I-73 that is considered by the Federal government to be a national priority highway project. The purpose of I-73 South is to provide an interstate link between South Carolina's Myrtle Beach region and interstate 95 (I-95) in order to serve residents, businesses, commuters and tourists by improving travel times, levels of service, and national and regional connectivity, as well as facilitating hurricane evacuation. Right-of-Way plans are complete for I-73 South, and construction plans are available.

I-95 runs parallel to the Atlantic Ocean and serves the entire U.S. East Coast. Traveling from New England to southern Florida and passing through more states than any other interstate highway, I-95 is considered the main highway of the East Coast and is the longest north-south interstate highway in the country. I-95 plays an important role in commerce and tourism along the coast, including South Carolina and the Myrtle Beach area. In South Carolina, I-95 is predominantly a four-lane freeway. It runs roughly parallel to the Atlantic Ocean shore about 50 miles inland.

Talks for building an interstate into the Myrtle Beach area began in the 1990s; but the project has stalled over the years. President Trump promised to support the project prior to announcing his candidacy in 2016 (reference the video link <https://www.youtube.com/watch?v=P0wXyhuBExY&feature=youtu.be>); and South Carolina's Governor Henry McMaster recently wrote a letter supporting the highway. Governor McMaster said the project will create nearly 29,000 new jobs and will make entering the Myrtle Beach area safer.

A study released by the Myrtle Beach Chamber of Commerce estimated the SELL project would decrease hurricane evacuation time by seven hours by the year 2030. The study found this would save "roughly 50,000 people the time to escape who otherwise would be trapped in the area under certain scenarios."

The estimated cost of constructing the SELL is between \$500 and \$700 million. The South Carolina Department of Transportation estimates that it will take between about \$1.2 billion and \$1.5 billion to complete the entire I-73 South project.

The net present value of the SELL is at least \$600 million. The SELL is expected to utilize an all-electronic toll system with strategically located gantries to ensure that all movements on the road will be tolled. The assumed toll rate is 15.0 cents per mile; and the toll rate is expected to increase every year based on historically observed CPI growth of 2.5 percent a year. This assumption is necessary to preserve the toll's value over the forecast years, but the actual toll increase schedule will be decided by the governing toll authority.

Forty years from opening, assuming the timely payment of interest and repayment of principal as required by the project terms, ownership of the toll road would be turned over to the State.

I-73, the SELL, and SC-22 aim to provide numerous benefits to motorists and to the region in general. The primary benefits of these projects are as follows:

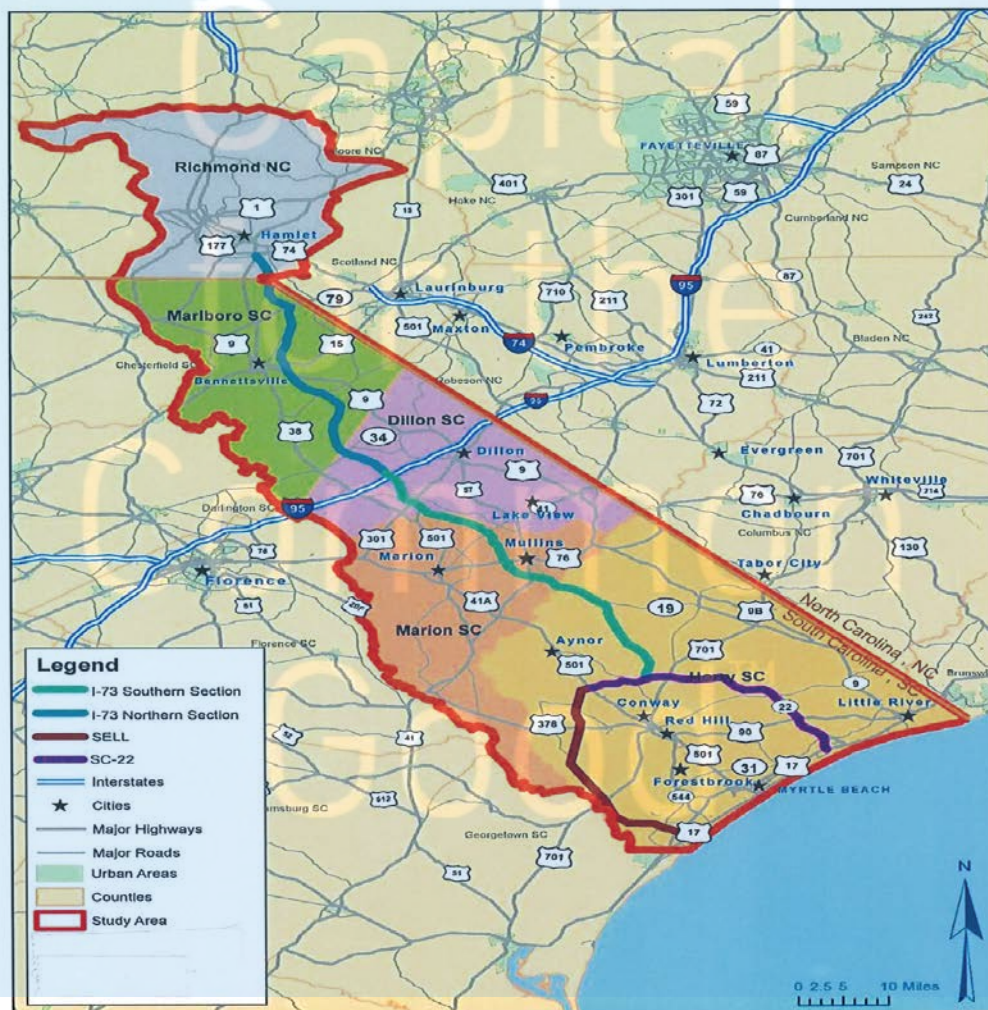
- Increased national and regional connectivity in conjunction with the “High Priority corridor 5” identified by federal legislation.
- Benefits to tourism: I-73 will provide improved, faster access to the Myrtle Beach area.
- Improved travel times and LOS: The I-73 corridor has been estimated to provide 28 percent time savings for businesses and motorists, with estimated cost savings reaching \$120.8 million by 2030.
- Improved hurricane evacuation ability: After completion of the SELL and I-73, travelers will be able to pass over US 501, connect with SC-22, and quickly reach I-73 for hurricane evacuation.

The opening of I-73 is expected to generate significant economic benefits to the region according to an economic impact study conducted by Chmura Economics & Analytics in 2011. Projections indicate the facility will inject billions into South Carolina by 2030 and create jobs in retail, service, warehouse, and tourism industries. I-73 is expected to increase the region's appeal for relocating or expanding businesses as well as boost the tourism industry by approximately 7 percent, with an annual economic impact of \$1.4 billion in South Carolina and the creation of approximately 19,000 jobs in the Myrtle Beach area. I-73 is also likely to accelerate the development of the proposed South Atlantic International Logistic Center (SAILC) in Marion County, a 3,000-acre site that, when fully built, will contain 15 million square feet of industrial, commercial, and manufacturing space and will directly create 15,000 jobs. Finally, the I-73 Project is expected to fiscally benefit the state and local governments of the region through approximately \$86 million in state tax revenues and \$43 million in local tax revenues annually.

Were the State of South Carolina to choose the alternative pension supplementing choice, NGS upon full payment of the project's debt and interest payments would turn over the I-73 project to South Carolina's pension funds for continued payment of revenue from the tolls to the pension plan.

Alternatively, the pension plan could resell the I-73 project to private investors and begin the process again for another 40 years using the net funding raised for deposit into the pension plan.

MAP OF I-73



Critical Metrics I-73 SELL

Historic trends of social and economic indicators in the I-73 Corridor are summarized as follows:

- In 2010, 710,211 people lived in the I-73 Corridor. From 1990 to 2010, the corridor population grew by an average rate of 1.4% per year.
- In the past two decades, the number of households in the I-73 Corridor has increased from 192,226 in 1990 to 282,468 in 2010. The annual household growth rate was 1.9% - faster than the population growth rate – implying that average household size in the I-73 Corridor has been getting slightly smaller over the past two decades.
- In the past two decades, the number of dwelling units in the I-73 Corridor has increased from 240,592 in 1990 to 386,218 in 2010. The annual growth rate of dwelling units is 2.4% since then, faster than the household growth rate of 1.9%.
- For the analysis of income distribution, all households are classified into three income groups: low-income, with annual household income below \$15,000; middle-income, with annual income between \$15,000 and \$50,000; and high-income, with annual income higher than \$50,000. Since 2000, the percentage of households in both the low-and middle-income groups has steadily decreased, while the percentage of high-income groups has steadily increased.
- Total employment in the I-73 Corridor was 260,992 in 2010, based on wage and salary data from the Bureau of Labor Statistics, Quarterly Census of Employment and Wages (QCEW) program. From 1990 to 2013, corridor employment increased at an average rate of 0.9% per employment in the region, followed by trade and manufacturing.¹
- The no-build scenario assumes that I-73 will not be constructed. Consequently, future growth of the I-73 Corridor’s social and economic indicators will be consistent with historic growth patterns.
- The build scenarios assumes that development of I-73 will result in faster job and population growth in both the I-73 Corridor and South Carolina. Based on Chmura research and inputs from community leaders, the boost to the economy comes primarily from roadside services such as gas stations, motels, and restaurants that are typically located along the highway. Other sources include potential distribution centers and subsequent tourism in the region, as well as proposed Southern Evacuation Lifeline (SELL) project.
- Under the no-build scenario, Chmura projects that population in the I-73 Corridor will increase at a rate of 0.94% per year from 2010 to 2050, reaching 1.03 million in 2050. Among those, 1.02 million will be living in households, while 11,051 will be living in group quarters. Under the build scenario, it is projected that in 2050, total population in the I-73 Corridor will 1.08 million.
- Under the no-build scenario, household growth will be slightly faster than population growth, averaging 1.04% per year. As a result, household size in the I-73 Corridor will decline slightly, reflecting the aging population trend. For the no-build scenario,

¹ The South Carolina Department of Transportation (“SCOT”) contracted with CM Associates Inc. and Chmura Economics & Analytics (“CHMURA”) to analyze the I-73 project.

it is projected that total households in the I-73 Corridor in 2050 will be 427,035, while total households under the build scenario will reach 446,537 in 2050.

- Under the no-build scenario, Chmura assumes that the number of dwelling units will grow 0.79% per year from 2010 to 2050. It is projected in 2050 that the average number of dwelling units in the I-73 Corridor will be 528,740 under the no-build scenario and 559,200 under the build scenario.
- The projection of household income under the no-build scenario assumes modest growth. As a result, the percentage of I-73 Corridor households earning less than \$15,000 per year will gradually decline from 18.5% in 2010 to 16.3% in 2050. On the other hand, the percentage households earning more than \$50,000 per year will gradually increase from 38.6% in 2010 to 40.9% in 2050.
- Under the build scenario, new jobs will bring upward mobility in income distribution, mostly elevating income from low-income to middle-income groups, as most jobs attracted are retail and service jobs. Compared with the no-build scenario for 2050, the percentage of middle-income households would increase from 42.8% in the no-build scenario to 45.3% in the build scenario, while that of low-income households would decline from 16.3% to 15.1%.
- Employment in the I-73 Corridor is projected to increase at a rate of 1.22% per year under the no-build scenario, resulting in 490,743 total employment in 2050. The employment growth is projected to outpace population growth due to several demographic trends, such as people retiring later, as well as higher labor force participation rates as more job opportunities are available in South Carolina. Chmura also projects that in 2050, total employment in the I-73 Corridor will be 512,805 under the build scenario, with additional jobs concentrated in retail, service, and manufacturing industries.

The I-73 project presents a prime initial project for the implementation and initiation of the NGS plan for funding and building infrastructure projects initially in the United States and thereafter globally, without taxpayer funding.

2019

Our plan for 2019 is to present our NGS proposal to relevant governmental authorities to obtain their approval and thereafter to obtain the conceptual approval of our mechanisms and goals from the highest Federal authorities in the United States.

After obtaining these governmental approvals and favorable views, we expect to obtain Japanese quasi/governmental guarantees of financing for the projects.

With such guarantees we believe funding will be facilitated and obtainable.

Our goal for 2019 is to initiate implementation of the I-73 SELL project.

Capital
for the
Common
Good™

International Applications

Our plan of action calls for our establishing an offshore (outside the U.S.) foreign facility to serve as a financial funnel for foreign capital to invest in NGS's projects.

NGS expects that the same dynamic force of guaranteed repayment will serve as a conduit to foreign projects which arise under the same dynamics as the NGS U.S. effort, i.e., that foreign infrastructure projects need non taxpayer funding, no different than U.S. domestic governmental bodies do.

Increasing levels of governmental debt demonstrate the need and utility of such private funding of public infrastructure projects.

Capital
for the
Common
Good™

Project Sponsor Company

To facilitate an infrastructure project, a domestic corporate entity, to be wholly owned by NGS, will be formed.

This new local NGS entity will actually be the issuing entity (“Issuer”) of the project securities (“Project Securities”) to fund the relevant project.

This Issuer will prepare and file all necessary filings with the SEC to register the Project Securities in compliance with the Federal Securities Laws.

This Issuer will be organized with its purpose to complete the project. Its directors and officers must be reputable and whose participation, backgrounds and abilities will empower the Issuer’s securities which will be sold to fund the project in the U.S. through a U.S. broker-dealer and offshore through the NGS offshore established mechanism.

The staffing and hiring of necessary personnel, experts and contractors will be necessary.

The Issuer will also function as the consortium construction company’s overseer.

Payment Processing Company

Once a project is built a service company will be formed to handle all onshore and offshore payments to NGS investors. Administrative and processing costs will also be a source of ongoing revenue to the service company, a wholly owned subsidiary of NGS.

Capital
for the
Common
Good™

Our Patents

US Patent:

1) US 7536330 B 2

<https://patents.google.com/patent/US7536330B2/en>

2) US 8615453 B 2

<https://patents.google.com/patent/US8615453B2/en>

Japanese Patent:

JP 4 148 454 B 2

JP 5279174 B 2

JP 5485320 B 2

Capital
for the
Common
Good™