

GET PHILIPPINES

TRANSPORTATION BECAUSE PEOPLE MATTER

MOVING PEOPLE
TO A BETTER TOMORROW

THE PASSENGER IS THE STARTING POINT

Public transport is one of the most important daily services, yet it is rarely organized around the passenger.

Manufacturers sell vehicles. Banks recover loans. Operators run units. Drivers meet daily obligations. Governments regulate. Apps digitize pieces.

The commuter experiences all of it as one journey.



The product is the entire transportation experience.

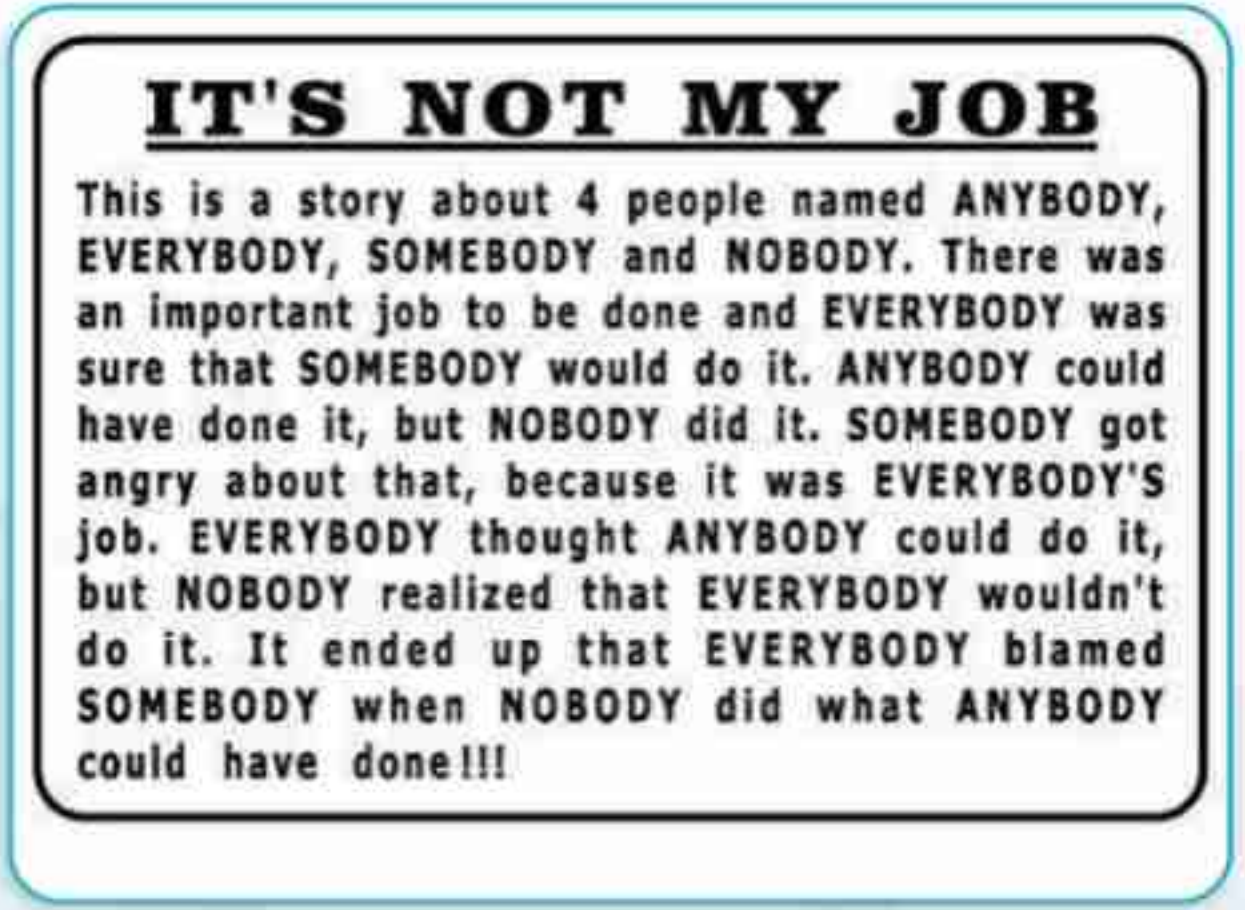
YET NO ONE OWNS THE WHOLE EXPERIENCE

Vehicles, maintenance, driver behavior, scheduling, passenger treatment, payment, and information vary by operator.

When each actor optimizes its own part, the passenger receives inconsistency.

The missing layer is a single accountable operating system.

Each manages one part of the system. But the commuter experiences all of it.

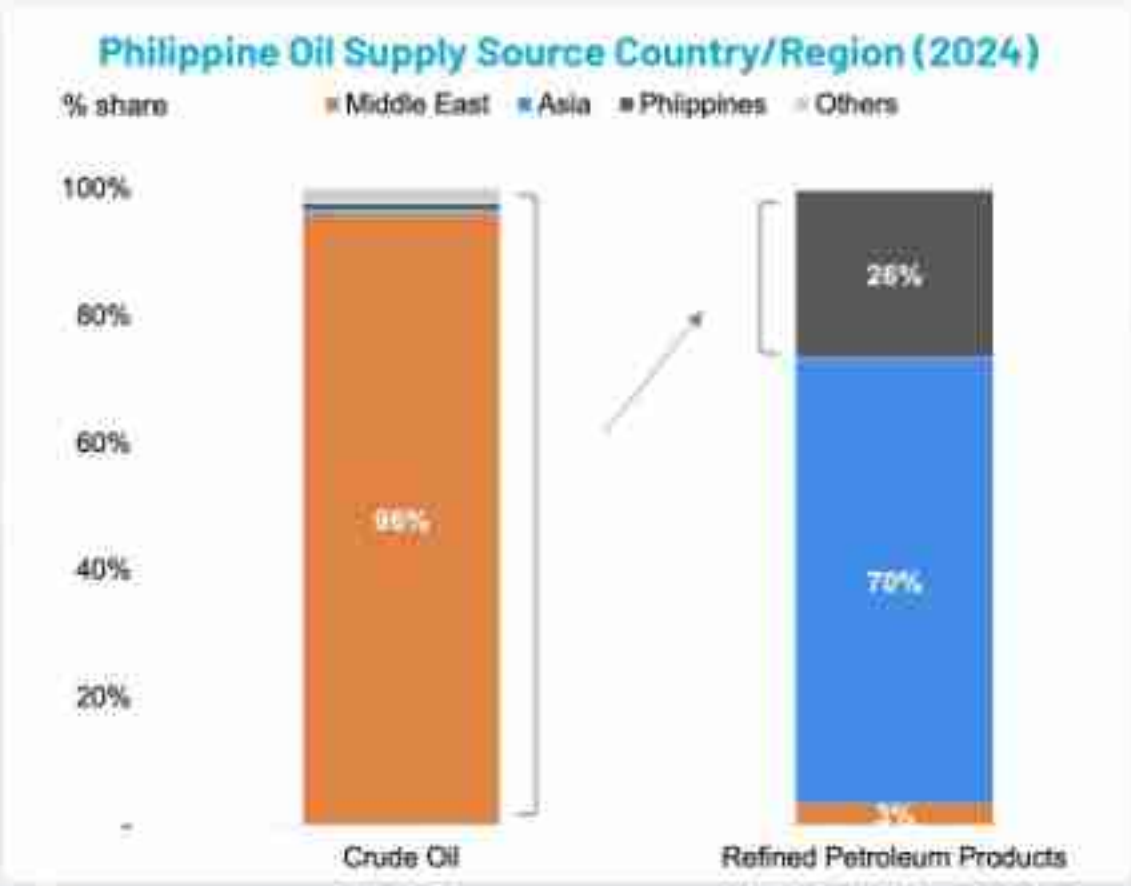


IT TAKES A GOOD CRISIS TO GET US GOING

Manila's transport workers struggle to make ends meet as Philippines feels force of oil crisis

The Philippines is uniquely exposed to the surging oil price caused by the war in the Middle East. The government is facing protests and widespread anger





Moving to electric mass transport is not just good for the environment. It is a matter of national and economic security.

THE PROBLEM CONTAINS THE SOLUTION

THE JEEPNEY

The top contributor to Pollution and Congestion is also the primary means of transport for most Filipinos. They account for **40%** of Public Transport and **30%** of Vehicle Pollution.

They are also expensive to operate as each jeepney consumes from 10,000 to 18,000 liters of diesel per year.



If you define the problem correctly, you almost have the solution

GET'S ANSWER: INTEGRATE THE PIECES



THE VEHICLE

COMET



THE NETWORK

GET CHARGED



THE BRAIN

GET SET



THE INTERFACE

GET PASS

Smart electric minibuses + fast charging + financing + fleet and passenger technology + Professional operations + driver systems + maintenance + dispatch + route management + payments.

The whole is much greater than the sum of the parts

THREE PRINCIPLES. ONE HUMAN-SCALE SYSTEM.

GET can be explained through three familiar business transformations, anchored by Schumacher's idea of appropriate technology: economics as if people mattered.

1 Starbucks

Organize the industry around a consistent customer experience.

2 IKEA

Design the right solution at the right cost for the mass market.

3 Amazon

Organize recurring demand instead of waiting for it.

Schumacher

Start with people.
Choose the right scale.
Make technology serve human needs.

1. STARBUCKS PRINCIPLE: ORGANIZE AROUND EXPERIENCE

Starbucks did not invent coffee.
It created a repeatable expectation around quality, cleanliness, service, atmosphere, and consistency.

GET applies that logic to public transport: when people see GET, they should know what experience awaits.

Clean vehicle. Comfortable ride. Professional driver. Predictable service. Maintenance. Modern payment. Accountability.

When you see GET, you know what you are going to get.



MODERNIZATION WITHOUT DISPLACEMENT

Transport reform often fails when operators believe modernization means replacement.

GET keeps the local partner economically involved while shifting complex system management to a professional platform.

Operators retain route knowledge, local relationships, franchises, industry experience, livelihoods, and ultimately vehicle ownership.

The local partner remains.
The network creates the standard.



FINANCING BECOMES POSSIBLE WHEN OPERATIONS ARE MANAGED

The risk is not simply the vehicle. It is the operating system around the vehicle.

GET-managed deployment, maintenance, charging, collections, data, and route discipline make small operators more bankable.

A four-way alignment emerges: financier earns, operator owns, GET manages, passenger receives better transport.

GET effectively makes small operators more bankable.



2. IKEA PRINCIPLE:
DESIGN BETTER MOBILITY FOR THE MASS MARKET

A better experience matters only if ordinary commuters can afford it.

IKEA made good design accessible by redesigning the whole system: product, logistics, materials, supply chain, and assembly.

GET's goal is not luxury transportation. It is well-designed transportation at mass-market economics.

Starbucks experience at McDonald's or Jollibee prices.



Give Public Transport the Private Sector Experience



ELECTRIC VEHICLES ARE NOT CHEAPER VEHICLES – THEY CAN BE CHEAPER TRANSPORTATION

Electric commercial vehicles often cost more upfront than equivalent ICE vehicles.

High-mileage public transport converts lower electricity and maintenance costs into real operating savings over time.

Lower OPEX can finance better vehicles, air conditioning, maintenance, digital systems, and service quality.

The Country's Dependence on Foreign Oil is Shutting down the Transport Sector

- **Diesel = P70 per liter = P23.33 per km**

Going Electric Becomes the Only Choice

- **Electricity = P14.30 per kWh = P5.51 per km**

	EURO 4	JEEPNEY	COMET
			
Energy cost/km	P23.33	P17.50	P5.51
Distance Travelled	62,400 km/year	62,400 km/year	76,225 km/year
Annual energy cost	P1,455,792	P1,092,000	P420,000

76% LESS OPERATING COST

The OPEX advantage becomes a way to finance a better passenger experience.

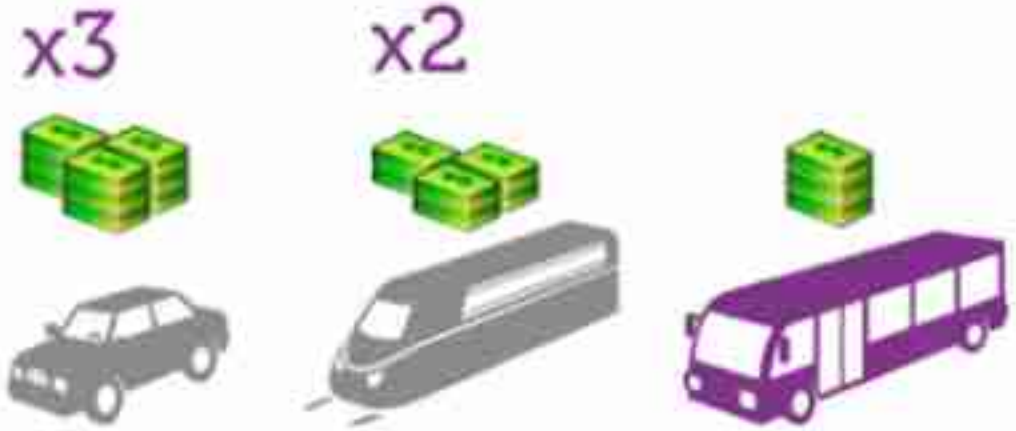
WE DON'T NEED MORE ROADS, WE NEED LESS CARS AND BETTER PUBLIC TRANSPORTATION

Do not maximize scale. Find the right scale.

To carry 50,000 people per hour per direction, a city needs...



Cars are 3 times more expensive, rail travel is 2 times more expensive than travelling by bus and coach



Source: FNAUT report

THE COMET IS THE GOLDILOCKS SOLUTION

Cars and motorcycles are too small for efficient shared urban mobility.

Full-size buses can be too big when off-peak demand falls, forcing low occupancy or reduced frequency.

Heavy rail is essential on major corridors, but too capital-intensive and slow to solve every urban journey.

The COMET sits in the middle: 30+ passenger peak capacity, flexible enough off-peak, and deployable on roads that already exist.

"Not too small. Not too big. Not too infrastructure -heavy. Just right."



MOTOR TAXI
Fast but Unsafe



CARS / TAXI
Personal but Inefficient



JEEPNEY
Cheap, Plentiful but Uncomfortable. Unreliable



FULL SIZE BUSES
Expensive
Wide Roads & Major Corridors Only



TRAINS/SUBWAY
High Capacity but High Cost
Years to Operationalize



COMET
The Ideal Low Cost, Low Risk, but High Impact Transport Solution that is Sustainable, Comfortable and Efficient

GET DOES NOT DISCARD THE MINIBUS – IT FINISHES THE INVENTION

Jeepneys, matatus, angkots, colectivos, marshrutkas, dolmus, and shared vans emerged because they fit dense urban conditions.

The weakness was rarely the vehicle size. It was the operating system around it.

GET electrifies, digitizes, connects, professionalizes, and networks the minibus.

The solution to the world's problems will come from the places where they are needed the most



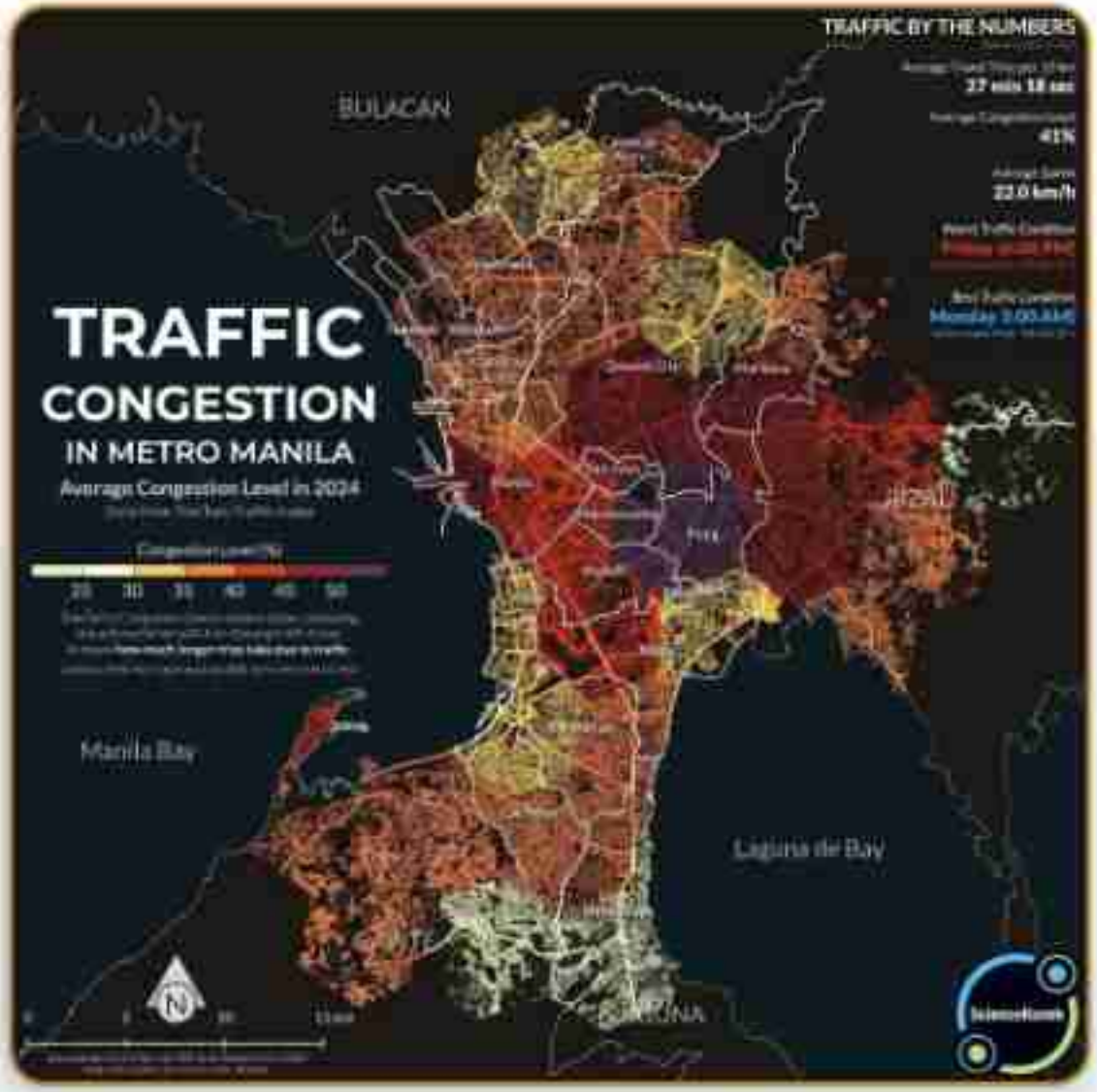
3. AMAZON PRINCIPLE: ORGANIZE DEMAND INSTEAD OF WAITING FOR IT

Traditional transit is rigid: passengers adapt to fixed routes and schedules.

TNVS is responsive but reactive: the same commuter repeats the same request tomorrow morning.

GET can learn recurring home-work-school-shift patterns and position capacity before the request appears.

TNVS reacts to demand.
GET anticipates demand.



FROM THIRTY TRIPS TO ONE SHARED JOURNEY

Thirty commuters moving from the same general residential area to the same business district do not need thirty separate vehicles.

One COMET. One driver. One intelligently planned journey. Thirty passengers sharing the cost.

Technology does not create the savings by itself. Occupancy creates the savings. Technology makes high occupancy easier to organize.

A large pooled taxi at jeepney prices.

TECHNOLOGY IS COMING TO THE RESCUE

THE RISE OF THE SMARTPHONE



The Smartphone
is a Transport Device

A MORE HUMAN NETWORK REDUCES UNNECESSARY TRANSFERS

Traditional trunk-and-feeder networks can be efficient, but passengers experience the pain: walking, waiting, queuing, transferring, uncertainty, and paying again.

GET asks the more human question: can we turn three rides into one?

This does not eliminate every transfer; it eliminates unnecessary transfers where vehicle flexibility and technology make direct service possible.



WHY GET? BECAUSE THE MESS IS THE BUSINESS

Most companies prefer clear parameters, large counterparties, predictable contracts, and assured returns.

Public transport modernization is messy: operators, drivers, regulators, maintenance, charging, financing, route economics, collections, complaints, and local politics.

Most companies solve one piece. GET integrates the pieces.



The integration is not a complication surrounding the business. It is the business.

OUR KNOWLEDGE COMES FROM EXPERIENCE

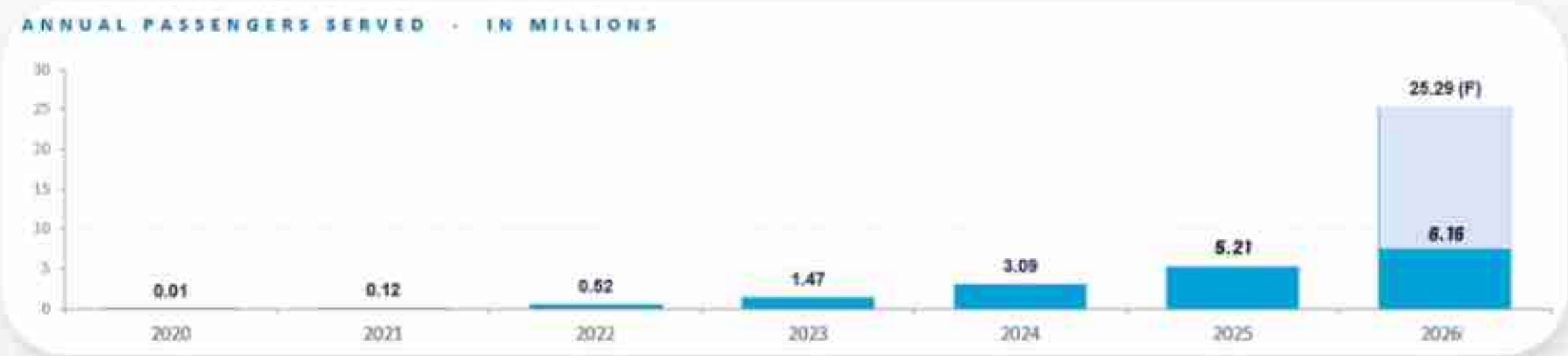
This is not a thesis. GET has learned through the years how to operate electric mass transport.

6.16 M
PASSENGERS SERVED

6.99 M
CLEAN KM DRIVEN

5.30 K
TONS CO2 DISPLACED

392,785
TREES EQUIVALENT



MORE PASSENGER-KM ON ELECTRIC VEHICLES THAN ANYONE ELSE IN THE PHILIPPINES

DESIGNED FOR DEVELOPING COUNTRIES

Across emerging markets, the constraints are the same - and we address all of them.



AFFORDABLE INFRASTRACTURE

- No tunnelling
- No land acquisition
- Uses roads that already exist



MODULAR DEPLOYMENT

- Start with 25 units on one route
- Scale to thousands as financing and cash flow allows



ENERGY INDEPENDENCE

- Cuts oil import dependence
- Each 1,000 vehicles saves 20M liters of imported diesel per year



INCLUSIVE BY DESIGN

- Partner-owned vehicle
- Daily-wages
- Driver benefits
- PWD-accessible buses



CLIMATE -ALIGNED

- Zero tailpipe emissions
- Carbon-credit eligible
- Fits DFI and ESG-mandated capital



REBLICABLE GLOBALLY

- Indonesia, Nigeria, Egypt, Mexico, Peru, Vietnam, etc.
- Same minibus form factor
- Same constraints
- Same fix

THE PHILIPPINES IS THE PROVING GROUND — THE TEMPLATE TRAVELS GLOBALLY

GET is not building a better bus.

GET is building a better world.

Success is measured by the number of people who spend less of their lives waiting, transferring, struggling, and worrying about how they will get where they need to go.



GET PHILIPPINES

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