EASYWORTH INC.

TRUTH-BASED ARCHITECTURE

Why Deterministic Chain-of-Custody Documentation Changes Everything for Cargo Insurance, Freight Liability, and Trade Compliance

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EXECUTIVE SUMMARY

THE ARGUMENT	The evidentiary standard in global trade compliance has permanently shifted — from assembling records after a problem arises to building a continuous forensic record before anyone asks for it. EasyWorth is the only platform that produces that record at the transaction level, across every logistics entity type, every transport mode, and every applicable regulatory framework simultaneously.

In the space of twelve months, five regulatory developments have converged to create a documentation standard that the logistics and trade compliance industry has never faced before. The Supreme Court's Montgomery ruling exposed freight brokers to negligent hiring liability at the state level for every carrier dispatch. The June 3, 2026 Executive Order mandated continuous importer of record vetting at every customs entry. The Uyghur Forced Labor Prevention Act created a rebuttable presumption of forced labor for goods from covered supply chains. The USTR's extension of that same framework to 60 economies now covers 99.4% of US import volume. And CBP's June 2026 operational guidance demanded proactive full-supply-chain documentation from finished goods back to raw materials.

These are not incremental compliance changes. They represent a structural shift in the evidentiary standard the entire trade compliance ecosystem must meet. The documentation that was adequate two years ago is not adequate today — and the platforms built around the prior standard are insufficient to meet the new one.

EasyWorth was built specifically for this shift. The Forensic Sovereign Standard — EasyWorth's proprietary chain-of-custody verification architecture — produces court-ready, cryptographically sealed, independently verifiable documentation of every custody transfer event from foreign manufacturer to US final delivery. It does not produce risk scores, probability estimates, or compliance opinions. It produces deterministic mathematical records of what physically occurred at the moment of the event.

This white paper explains why that distinction matters, how the evidentiary standard has shifted, what existing platforms cannot produce, and what EasyWorth's architecture achieves for every stakeholder in the logistics risk ecosystem.

I. THE EVIDENTIARY SHIFT — FIVE REGULATORY DEVELOPMENTS

The five regulatory developments described below did not arrive as a coordinated policy initiative. They arrived from different branches of government, across different regulatory frameworks, targeting different parties in the supply chain. What makes them collectively significant is that they all point to the same conclusion — the documentation standard for trade compliance has moved from reactive record assembly to continuous proactive forensic documentation.

1.1 Montgomery v. Caribe Transport II — U.S. Supreme Court, May 2026

The Supreme Court's unanimous ruling eliminated the federal preemption defense that freight brokers had relied upon for decades to shield themselves from state negligence liability in carrier selection disputes. Before Montgomery, a freight broker named in a wrongful death case could argue that federal transportation law preempted the state negligence claim. Montgomery ended that defense.

The consequence is that carrier selection is now a state negligence question for every single dispatch — not just the ones that end in accidents. A freight broker's potential liability is determined by whether its carrier vetting practices met the reasonable care standard at the moment of each dispatch.

The CHR Florida dismissal in June 2026 established the specific documentation standard that matters. C.H. Robinson was named as a defendant in the first major post-Montgomery wrongful death case. They were dismissed not because of a legal argument but because they had a system record proving that the carrier involved was blocked in their system before the load ever moved. The plaintiff voluntarily dismissed CHR the moment that record was produced.

> **The bar is not having a vetting process. It is being able to produce a timestamped system record of exactly which carriers were blocked on the day of a crash — before anyone asks for it.**

Most post-Montgomery guidance has focused on carrier vetting — document your selection criteria, check safety scores, formalize your process. All of that is correct. None of it is sufficient. The CHR dismissal established that the relevant documentation is a system-generated, timestamped record of what the carrier screening showed at the specific moment of dispatch. That record must exist before the accident, not be assembled in response to a lawsuit.

1.2 June 3, 2026 Executive Order — Continuous IOR Vetting

The June 3, 2026 Executive Order mandated that importers of record and their customs brokers perform continuous vetting against all applicable federal registries at every customs entry filing — not annual screening, not periodic review, but verification at the moment of each transaction.

This requirement changes the compliance posture for every customs broker in the market. The prior standard — screening an importer when they first engage and reviewing periodically — is now legally insufficient. The new standard requires a contemporaneous, timestamped record of IOR vetting for every CBP entry filing, demonstrating that the importer was clean on all applicable registries at the moment of the specific entry.

1.3 Uyghur Forced Labor Prevention Act — Rebuttable Presumption

The UFLPA created a rebuttable presumption that goods from the Xinjiang Uyghur Autonomous Region — or from any entity on the UFLPA Entity List — involve forced labor and are therefore prohibited from importation under 19 U.S.C. § 1307. The presumption applies at the entry level. An importer whose goods are detained under UFLPA has 30 days to produce clear and convincing evidence rebutting the presumption.

CBP's June 2026 operational guidance clarified what clear and convincing evidence requires. It is not a supplier audit certificate from six months ago. It is not a registry screening result from last quarter. It is proactive, full-supply-chain documentation demonstrating the specific goods in the specific detained shipment did not involve forced labor — from finished goods back to raw materials, at the time of the transaction.

CBP's enforcement data is instructive. The agency has expanded its UFLPA enforcement to cover electronics, apparel, polysilicon, and agricultural products in addition to cotton — the original focus. Detention rates on high-risk commodity categories have increased substantially as CBP develops more sophisticated supply chain intelligence.

1.4 Section 301 Extension — 60 Economies, 99.4% of US Import Volume

The USTR's Section 301 investigation extended the forced labor documentation burden to 60 economies on the grounds that these economies fail to impose or effectively enforce a prohibition on the importation of goods made with forced labor. The 60 economies covered by this investigation account for 99.4% of US import volume.

The practical implication is that the documentation standard previously required for Chinese supply chains specifically is now applicable to virtually every import corridor. A Vietnamese electronics manufacturer, a Bangladeshi apparel supplier, a Mexican automotive parts producer — any of these may now be subject to documentation requirements that did not apply to them under UFLPA alone.

1.5 Strait of Hormuz — War Risk Documentation

The July 2026 Hormuz crisis introduced a fifth and most recent documentation challenge. With the US declaring itself Guardian of the Strait and proposing a 20% cargo value surcharge on Gulf transit, whether that surcharge applies to specific cargo depends entirely on one question — which route did the vessel actually take?

For cargo insurers and their clients, the difference between Hormuz routing and non-Hormuz routing is the difference between a war risk premium that consumes 3% of cargo value and one that may consume significantly more. The documentation that resolves that question — a verified, sealed record of the vessel's actual voyage route — does not currently exist in any standard cargo documentation package. The bill of lading declares the intended route. It does not verify the actual route.

> **Insurance markets move when risk becomes understandable, transferable, and financeable. The barrier to understanding is the absence of verified transaction-level evidence. EasyWorth removes that barrier.**

II. THE DOCUMENTATION GAP — WHAT EXISTING PLATFORMS CANNOT PRODUCE

The logistics risk market has produced sophisticated technology over the past decade. Carrier safety scoring platforms, supply chain risk intelligence systems, cargo tracking networks, AI-powered advisory tools, and customs automation platforms have collectively improved the industry's ability to predict, monitor, and manage risk. None of them produce what the current regulatory environment demands.

The distinction is fundamental. Every existing platform in the market produces probabilistic outputs — risk scores, probability estimates, compliance assessments, and advisory opinions derived from historical data and statistical models. These outputs are genuinely valuable for prediction and planning. They are insufficient for evidence.

The regulatory developments described in Section I all converge on an evidentiary standard — not an advisory standard. A court evaluating a Montgomery negligent hiring claim needs to know what the carrier's status was at the specific moment of dispatch, not what the statistical probability of carrier fraud is on that corridor. CBP evaluating a UFLPA rebuttal package needs to know whether this specific shipment passed through the declared supply chain at the declared time, not what the general risk level is for Vietnamese electronics supply chains. An underwriter pricing war risk coverage on a Gulf-adjacent shipment needs to know whether this specific vessel transited the Hormuz corridor, not the aggregate loss rate on vessels in the region.

Existing Platform Category	What It Produces	What It Cannot Prove
Carrier Safety Scoring Platforms	Statistical risk score based on historical FMCSA data and safety incidents	What a specific carrier's registry status was at a specific dispatch timestamp
Supply Chain Risk Intelligence	Probabilistic risk mapping of supplier and logistics exposure by geography and commodity	Whether this specific shipment moved through the declared supply chain without diversion
AI Advisory Systems	Scenario modeling and advisory recommendations based on historical patterns	A court-ready record of what physically occurred at each custody transfer point

Existing Platform Category	What It Produces	What It Cannot Prove
Cargo Tracking Platforms	Real-time container location from carrier-reported data or IoT sensors	Whether the carrier who picked up the load was the carrier the broker selected
Customs Automation Platforms	Entry filing efficiency and compliance screening at the time of initial engagement	Contemporaneous, timestamped IOR vetting at every individual entry filing
Supplier Audit Services	Assessment of supplier facility compliance at the time of audit visit	Whether the goods in the specific detained shipment came from the audited facility

The gap is not a technology gap. It is an architectural gap. The existing platforms were built to provide intelligence and prediction. EasyWorth was built to produce evidence. These are different design objectives that produce fundamentally different outputs.

III. THE FORENSIC SOVEREIGN STANDARD — WHAT EASYWORTH PRODUCES

EasyWorth's Forensic Sovereign Standard produces a cryptographically sealed chain-of-custody record at every custody transfer event across the full logistics lifecycle. The record is generated at the moment of the physical event, sealed using an independently verifiable cryptographic mechanism, and timestamped to atomic-clock precision. It cannot be altered after the fact without the alteration being immediately detectable. It is independently verifiable by any party — a court, CBP, an insurance underwriter — without relying on EasyWorth's involvement or testimony.

3.1 The Chain of Custody — Six Entity Types, Five Transport Modes

EasyWorth's forensic documentation covers the complete North American logistics architecture across six entity types and five transport modes.

The six entity types — Freight Broker, NVOCC, Customs Broker, Freight Forwarder, Warehouse Operator, and Drayage Carrier — each produce a specific certificate tailored to their regulatory exposure and evidentiary requirements. The Montgomery Compliance Certificate serves the freight broker's negligent hiring exposure. The NVOCC Clean Bill of Health and DFC Package serves the ocean carrier's routing and registry compliance. The Customs Broker Compliance Record serves the IOR vetting requirement under the June 3 EO. The Multimodal Clean Bill of Health serves the freight forwarder's door-to-door supply chain documentation requirement. The Warehouse Release Compliance Certificate seals custody at the warehouse handoff node.

The five transport modes — truck, ocean, rail, air, and pipeline — each produce sealed custody records calibrated to the specific data sources available for that mode. Ocean transit uses AIS vessel position data received from government-mandated transponders via licensed commercial maritime data providers. Domestic truck uses vehicle-level operational data combined with FMCSA registry verification. Rail uses waybill documentation and Railinc interchange data. Air uses FlightAware AeroAPI departure and arrival events combined with air waybill data. Pipeline documentation uses operator manifests and flow certification records.

3.2 The Custody Nodes — What Gets Sealed and When

Node	Custody Event	What Is Verified	Sealed Output
1	**Foreign Manufacturer**	Supplier identity and production capacity confirmed. Registry screening at point of origin.	Manufacturer Identity Record + 7-Registry Simultaneous Screen
2	**Foreign Port Departure**	AIS vessel departure event from declared port of loading. Container seal confirmed.	Sealed AIS Departure Node with vessel IMO and timestamp
3	**Ocean Transit**	Continuous AIS tracking from foreign departure through any transshipment points. Route deviation flagged.	Transit Chain — sealed at each position event
4	**US Port Arrival**	AIS arrival event at declared US port. CBP AMS pre-arrival manifest accepted.	Sealed Arrival Node + AMS Acceptance Record
5	**CBP Entry Filing**	Formal CBP entry filed. IOR vetting performed simultaneously. June 3 EO compliance documented.	CBP Entry Node + IOR Vetting Record
6	**CBP Release**	CBP ACE entry released. Cargo cleared for domestic movement.	CBP Release Seal — contemporaneous ACE record
7	**Domestic Carrier Dispatch**	Carrier identity verified at moment of dispatch. Montgomery Layer 1-4 verification performed.	Montgomery Compliance Certificate — sealed at dispatch
8	**Domestic Delivery**	Proof of delivery confirmed. Cargo condition at release. Final custody transfer sealed.	Warehouse Release or Final Delivery Seal

3.3 The Seven-Registry Simultaneous Screen

At every node where a party to the transaction presents credentials or documentation, EasyWorth performs a simultaneous screen against all seven applicable federal registries. The screening is simultaneous — all seven registries queried in a single transaction at the same atomic-clock timestamp. The result is binary — clear or flagged. It is not a risk score or probability estimate. It is a mathematical determination of whether the entity is listed on any applicable registry at that specific moment.

The seven registries are the UFLPA Entity List, the XPCC Affiliate Database, the OFAC Specially Designated Nationals list, the BIS Entity List, the DHS Forced Labor Task Force designations, CBP Withhold Release Orders, and State Department Forced Labor Designations. These seven registries collectively cover every applicable federal forced labor, sanctions, and trade enforcement designation relevant to a US import transaction.

The registry screen result is sealed with the same cryptographic mechanism as the physical custody nodes. A registry screen result from a prior engagement cannot be substituted for the result at the current transaction. The screening timestamp is atomic-clock precise and independently verifiable. If a supplier is added to the UFLPA Entity List between one shipment and the next, EasyWorth's sealed screening record for the second shipment reflects the new listing — regardless of what the first shipment's record showed.

3.4 What Makes the Record Independently Verifiable

The most important property of EasyWorth's forensic records is their independent verifiability. Any party who receives an EasyWorth certificate and the underlying source data can verify the certificate's integrity without relying on EasyWorth's testimony, EasyWorth's continued existence, or any EasyWorth system being accessible.

The verification process is mathematical. The certificate contains a hash value — a fixed-length mathematical fingerprint of all the input data that produced the certificate. To verify the certificate, a party recomputes the hash from the source data and compares it to the value in the certificate. If they match, the data has not been altered since the certificate was generated. If they do not match, the data was altered after the fact — and that alteration is immediately detectable regardless of when, where, or how it occurred.

This independence from EasyWorth is a critical design requirement, not a marketing claim. A forensic record that requires the issuing platform to validate it is not forensic evidence — it is a vendor attestation. EasyWorth's records are designed to survive independent scrutiny by a federal court, a CBP examiner, an insurance underwriter, or an opposing party's expert witness without any EasyWorth involvement.

IV. THE EVIDENTIARY VALUE — WHAT EASYWORTH'S RECORDS PROVE

4.1 In Montgomery Negligent Hiring Litigation

A plaintiff's attorney in a post-Montgomery negligent hiring case will demand in discovery the complete documentation of the freight broker's carrier selection process for the specific dispatch at issue. What the attorney needs to defeat is a showing that the broker exercised reasonable care in selecting the carrier.

Without EasyWorth, the broker's defense counsel assembles the record after the lawsuit is filed — reconstructing what the FMCSA SAFER database showed on the date of the dispatch, what the broker's carrier onboarding file contained, and what the broker's internal policy required. Every element of this reconstruction is subject to challenge. The SAFER database may have been updated since the dispatch. The onboarding file may not reflect what the database showed on the specific day. The policy may not have been followed on this specific load.

With EasyWorth, the broker's defense counsel produces the Montgomery Compliance Certificate sealed at the moment of dispatch — a contemporaneous, cryptographically sealed, independently verifiable record of what the screening showed at the exact timestamp of the carrier selection decision. The four verification layers — carrier identity, transaction consistency, shipment integrity, and simultaneous registry screening — are all documented in the sealed record. The opposing party cannot argue the record was constructed retroactively. The cryptographic seal proves it was not.

The CHR Florida dismissal is the precedent. The plaintiff dismissed CHR from a wrongful death case the moment CHR produced the system record proving the carrier was blocked at dispatch. That record is what EasyWorth's Montgomery Compliance Certificate produces for every dispatch, for every freight broker subscriber, automatically.

4.2 In UFLPA and Section 301 Enforcement

A CBP detention under UFLPA gives the importer 30 days to produce clear and convincing evidence that the detained goods did not involve forced labor. CBP's June 2026 operational guidance specifies that this evidence must be proactive and full-supply-chain in scope — not reactive and partial.

The EasyWorth UFLPA forensic package answers every question CBP will ask in sequence. Who made these goods — the sealed manufacturer identity record confirms the declared manufacturer's existence and production capacity. Is the manufacturer on a federal registry — the simultaneous seven-registry screen sealed at the moment of the shipment confirms the binary result. Did the goods physically move from that manufacturer — the AIS-sealed transit record confirms vessel departure from the port adjacent to the manufacturing facility. Did the goods take the declared route without diversion — the continuous AIS transit chain documents every position event and flags any route deviation. Did CBP receive the correct entry — the CBP AMS and ACE node records confirm the filed entry at the moment of submission.

Each of these questions has a deterministic answer in EasyWorth's sealed package. None of them requires CBP to accept EasyWorth's characterization of the risk. The sealed records speak for themselves — a court or regulatory body can verify every element independently.

4.3 In Cargo Insurance Claims and Underwriting

The practical value of EasyWorth's forensic records for cargo insurance extends in two directions — claims resolution and underwriting accuracy.

On claims resolution, the most common source of delay in cargo insurance claims is disputed facts about what the cargo was, where it came from, how it was handled, and what condition it was in at each point of custody transfer. EasyWorth's sealed chain-of-custody records resolve every one of these disputed facts with mathematical certainty. A cargo insurer adjudicating a claim on an EasyWorth-documented shipment has a complete, independently verifiable custody record from the moment the goods left the manufacturer to the moment they were delivered. There are no gaps to dispute and no retroactively assembled records to challenge.

On underwriting accuracy, the aggregate of EasyWorth's sealed records produces the only deterministic, transaction-level dataset in the market that supports premium segmentation between verified and unverified shipments. A cargo insurer who can differentiate loss patterns between EasyWorth-certified shipments and uncertified ones can price the two categories differently — rewarding clients whose documentation infrastructure is verified and applying appropriate uncertainty loading to those whose documentation is not.

The Hormuz DFC Package extends this value directly to the war risk market. EasyWorth's AIS-sealed voyage record proves whether a specific vessel transited the Hormuz corridor — the deterministic answer to the question that determines whether the war risk surcharge and elevated premium apply to that specific cargo. An underwriter pricing war risk on a Gulf-adjacent shipment with an EasyWorth DFC Package is pricing verified routing, not assumed routing. The difference between those two is the difference between an uncertainty premium and an actuarially justified one.

V. THE INSURANCE MARKET OPPORTUNITY

The evidentiary shift described in this white paper creates a market opportunity that the insurance industry is positioned to lead. The mechanism is straightforward: insurance markets move when risk becomes understandable, transferable, and financeable. EasyWorth's forensic documentation converts logistics risk from uncertain and unverifiable to documented and deterministic. That conversion directly enables three new insurance product categories that cannot be underwritten without it.

5.1 A New Carrier Selection Liability Endorsement

The Montgomery ruling has created a permanent liability exposure for every freight broker in the US market for every carrier dispatch. The market has not yet produced an insurance product specifically designed for this exposure — because the prior probabilistic documentation standard makes actuarial underwriting of the exposure impossible. You cannot price carrier selection liability accurately if you cannot determine at the dispatch level whether reasonable care was exercised.

EasyWorth's Montgomery Compliance Certificate creates the actuarial foundation for a carrier selection liability endorsement. A freight broker who uses EasyWorth's certification for every dispatch has a verifiable, transaction-level record of carrier vetting practice. The loss rate on EasyWorth-certified dispatches — those where a sealed, contemporaneous verification record exists — will demonstrably differ from the loss rate on uncertified dispatches. That actuarial difference is the basis for a premium differential that makes the product commercially viable.

The product structure is straightforward. An underwriter offers freight brokers a carrier selection liability endorsement at a lower premium than the standard market rate for dispatches covered by EasyWorth's Montgomery Compliance Certificate. The premium differential is actuarially justified by the verified dispatch record. The product cannot exist without EasyWorth's forensic standard — there is no other source of the verified, transaction-level data the actuarial case requires.

5.2 A UFLPA Rebuttal Success Warranty

CBP UFLPA detentions impose demurrage and detention costs that can reach tens of thousands of dollars per day while the rebuttal package is reviewed. For importers with documented supply chains, the detention is an administrative delay — the goods will be released when CBP reviews the package. For importers without documentation, the detention may be a permanent forfeiture.

EasyWorth's UFLPA forensic package creates the trigger definition for a parametric warranty product — a commitment that pays a defined demurrage and detention benefit to an importer whose CBP detention extends beyond 30 days despite the importer having an EasyWorth forensic package on file. The trigger is the independently verifiable EasyWorth certificate. The benefit is defined and objective. The product is underwritable because EasyWorth's rebuttal acceptance rate and average days to release are measurable outcomes from EasyWorth's sealed engagement records.

5.3 A Hormuz War Risk Routing Certificate

The Hormuz crisis has created an immediate market need for a document that no standard cargo transaction currently produces — a verified record that a specific vessel took a non-Hormuz route on a specific voyage. The bill of lading declares the intended voyage. AIS data records the actual voyage. EasyWorth seals the AIS record at every position event and produces a Hormuz DFC Package — Documented Final Clearance — that certifies whether the vessel transited the Strait of Hormuz or routed via an alternative corridor.

For a cargo insurer underwriting war risk on a vessel whose cargo includes a Hormuz DFC Package confirming non-Hormuz routing, the applicable war risk premium is demonstrably different from the premium applicable to cargo without that verification. The routing certificate converts a coverage question from a contested fact to a verified one — which is the core function of any forensic document in an insurance context.

VI. THE COMPETITIVE MOAT — WHY THIS CANNOT BE REPLICATED QUICKLY

EasyWorth's forensic documentation capability requires three distinct elements built simultaneously. The cryptographic architecture that produces independently verifiable sealed records. The commercial data agreements with federal registry providers, AIS data networks, CBP ACE systems, and domestic carrier data sources. And the trade compliance expertise to design the verification architecture around the specific evidentiary requirements of UFLPA, Montgomery, the June 3 EO, and war risk documentation simultaneously.

Existing platforms have subsets of these elements. Supply chain risk platforms have some data relationships but not the forensic sealing architecture or the evidentiary design. Customs automation platforms have CBP data access but not the cross-modal custody chain or the insurance market orientation. Technology platforms have cryptographic capability but not the trade compliance expertise or the regulatory data relationships.

Building all three simultaneously from scratch takes years — not months. The data relationships require negotiated commercial agreements. The evidentiary architecture requires deep familiarity with multiple overlapping regulatory frameworks. The cryptographic design requires that every element be built around the specific independence and verifiability requirements of court-ready evidence.

EasyWorth has built all three. Every deployment that adds a client to the EasyWorth Master Ledger deepens the competitive moat — because the actuarial dataset that accumulates from live deployments is the foundation of the insurance products described in Section V. That dataset cannot be purchased or replicated by a competitor starting from zero. It builds only through live engagements, one sealed custody record at a time.

VII. THE PATH FORWARD

EasyWorth is currently operational across three service lines — IEEPA tariff refund recovery, UFLPA supplier screening and forensic package production, and Montgomery ARR subscription for freight brokers. The platform is deployed on isolated single-tenant AWS VPC infrastructure with FIPS 140-3 compliant encryption. The Master Ledger is immutable and tamper-evident. All five forensic certificate types are production-ready.

7.1 Immediate Deployment

For freight brokers, the Montgomery ARR subscription produces a sealed Montgomery Compliance Certificate for every carrier dispatch at $499 to $2,500 per month depending on dispatch volume. The subscription includes the Carrier Selection Warranty — EasyWorth's commitment to fund legal defense costs up to $100,000 per covered claim for dispatches certified during the subscription period. The warranty is included at no additional cost during the introductory period.

For importers with UFLPA exposure, the UFLPA screening service produces a complete forensic package — supplier identity verification, simultaneous seven-registry screening, supply chain documentation, and CBP rebuttal package — on a per-engagement fee structure calibrated to shipment value and urgency.

For importers with IEEPA duty recovery claims, EasyWorth's Track 1, Track 2, and Track 3 recovery services operate on a zero-upfront, 20% success fee model. CAPE Phase 2 is now live, opening the reconciliation entry pathway for importers with more complex duty situations.

7.2 Institutional Partnership

EasyWorth is actively developing institutional relationships with risk advisory firms, cargo underwriters, and trade finance institutions. The platform license model makes EasyWorth's forensic documentation capability available at institutional scale — embedded in an institutional partner's client service infrastructure, producing certificates branded under the Forensic Sovereign Standard, with economics structured around revenue share and data licensing arrangements.

The data licensing relationship — specifically the quarterly actuarial dataset of certified versus uncertified shipment outcomes — is the highest-value long-term institutional product. As EasyWorth's Master Ledger accumulates verified transaction records across multiple client portfolios, the actuarial dataset becomes the foundation for the insurance products described in Section V. No other data source in the market produces this dataset.

CONCLUSION — THE EVIDENTIARY FLOOR

Every prediction needs an evidentiary floor.

Without it, the prediction is useful for planning but not for proof.

EasyWorth is the evidentiary floor.

The logistics risk industry has built exceptional capability for predicting where risk exists, advising how to respond to it, and financing the transfer of it. What it has not built is the forensic documentation layer that makes the prediction defensible, the advice actionable, and the transfer efficient when the event that was predicted actually occurs.

The five regulatory developments described in this white paper have created the market demand for that layer. Montgomery made carrier identity at dispatch an evidentiary question. The June 3 EO made IOR vetting at every entry an evidentiary question. UFLPA made supply chain origin an evidentiary question. Section 301 made that question universal across virtually all US import volume. Hormuz made vessel routing an evidentiary question.

Every one of these questions has a deterministic answer in EasyWorth's Master Ledger. Not a probabilistic estimate. Not a risk score. A sealed mathematical record of what physically occurred, at the moment it occurred, verifiable by any party without our involvement.

That is the Forensic Sovereign Standard. That is truth-based architecture. That is what EasyWorth produces.

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