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The corridor, the valve, and the lease

One document for this thread. The door between sites, the fuel can, the day it is lent, and the math a holder uses.

Not a production network. Not an offer to sell a security.

1. The business problem

A commodity can be real and still be unable to settle. The field keeps one book. The hub keeps another. The desk allowed to face outward keeps a third. Between them sits a correspondent chain that did not produce the cargo. A message stalls. A re-invoice strips the origin. A public screen is treated as the book's price. When the hop fails, the failure is often silent. Value moves, or it does not, and the proof does not travel with it.

The buyer of that failure is not a nation. It is an oil desk, a gold desk, a soybean desk, a bank hub, or a country desk that wants its own unit without asking a ministry to mint it. They cannot get a door that is both scarce and accountable. Public coins spend themselves as the fee. Correspondent banks can stop a cargo without writing a verdict the next desk can replay. A site that gives every field an exit key cannot say who opened the street.

JIL is not in the business of lending, custody, or replacing a development bank. The problem to solve is narrower. Let two admitted books settle a hop with origin intact, a price taken from the books, a posted toll, and a door that cannot open unless someone still holding the fuel says yes today.

2. The plan

Admit sites, not flags. A Class A sovereign is a country desk or an institution. A Class B sovereign is a commodity, a peer, not a child. Depth is two. Sovereign, hub, annex. Only the root opens the corridor, and only after go-live.

Charge the opener a posted toll, 5 basis points on corridor dollars that settle. Do not bill the internal book. Do not hard-code the retired join prices. Auction JIL.ai in blocks. Keep the unissued supply locked behind a usage gate. Let a holder lend cans for one day by signing. Pay the lessor, in dollars, a published slice of tolls that their key actually authorized. Leave the cans in their name.

Build the log so a refusal is a refusal. Destination rechecks. Federation deny list is checked even if both desks would accept. A receipt is not a promise that a bank will pay cash. Five sites do not repay the build. The plan pays back on corridor volume after many sovereigns, or it does not.

3. How this solves it

The field no longer needs the street key. It attests up. The root opens one corridor packet: units, amount, both marks, origin, beneficiary, expiry. The far root rechecks before credit. A missing field, a down engine, or a missing valve denies and reserves. It does not fail open.

The toll answers who pays. The valve answers who may ignite. JIL cannot print ignition. The holder cannot be debited for saying yes. Restricted fuel cannot be stripped and used on a forbidden cargo. At midnight the day's rights die and the cans come home. The lessor is credited in dollars the next business day, or credited zero.

What remains unsolved on purpose. A peer may refuse. A destination bank may refuse cash. JIL does not custody the reserve and does not defend a mark. The solution is a door with a verdict, not a door no one can close.

Problem: cargo stalls in a chain that does not own it, and the proof does not survive. Plan: admitted sites, a posted toll, fuel that is lent for a day. Solution: the hop settles only when both roots allow it and a holder key is open.

4. Why the door exists

A field has oil. A buyer has a book. Between them is a chain of banks that did not produce the oil and can stop it because a message is incomplete or a re-invoice wiped the origin. The blockage to remove is the silent one. A peer may still refuse. A sanctions list still denies. A destination bank may still refuse cash. Those refusals stay, and they stay in the log.

On this L1 the field is an annex. It has no street key. The lot attests to a hub, then to a root. If oil is its own site, that root is a Class B commodity sovereign, a peer of a Class A country desk. If oil is only an annex under a country site, that is a different license, and the country site opens the door. The buyer is another root. Value climbs, crosses, and descends. Both roots sign. The destination rechecks before credit.

Class A is a sovereign site. Class B is a commodity sovereign. Those names are admission, not fuel. Tiers are retired. Depth is two: sovereign, hub, annex.

5. The tree and the toll

A sovereign cannot sit under anything. A hub cannot sit under a hub. An annex cannot have a child. Inside a site, annex to hub, hub to sovereign, and two annexes under the same hub. None of those is a corridor, and none is billed. Cell-to-cell value moves only on a corridor. Bitcoin, Ethereum, and XRP are an adapter after a verdict. They are not the corridor.

The toll is posted. Five basis points on settled corridor dollars, paid by the opener.

$$F = V \times 0.0005$$

A \$1,000,000 hop is a \$500 toll. A \$10,000,000 hop is a \$50,000 toll. A \$1,000,000,000 hop is a \$5,000,000 toll. JIL can quote the rate up front. JIL does not control the far end. The destination can refuse. A refused hop bills nothing.

Join fees are a separate list. Do not hard-code \$15,000,000. Until finance replaces it, the higher schedule is \$2,500,000 to join and \$400,000 a year. The lower schedule is \$1,500,000 to join and \$250,000 a year. Leaves are \$0. Buying fuel does not permission a site.

6. What JIL.ai is

JIL.ai is a fuel can. It is not a dollar, not an epoch, and not a slice of the cargo. One JIL.ai is one can. A block is a quantity of cans bought at auction. An epoch is the rental day. You do not buy epochs.

This is not HBAR. Hedera's token pays the fee and is spent. Here the cargo pays a money toll. The can is ignition. The can is not consumed. The day's right to draw on it dies. The can comes home.

Two kinds of fuel, under names that do not steal Class A and Class B. Federation fuel may open any corridor that already passes the rules. Restricted fuel is bound to one root and an allowlist. It cannot be upgraded. A resale carries the certificate.

7. The valve

A fee does not keep the door scarce. If the meter can open every hop on its own key, fuel is a souvenir. The valve is dual control. The holder key controls the tank. The meter key holds no JIL.ai and cannot mint. Both must sign the same day, the same scope, and the same capacity, or the packet is not written.

What burns is authorization, a measured right sized to the cans signed that day. The balance does not move to JIL, to the site, or to a burn address. At midnight unused authorization dies. It does not roll. The cans unlock. To be in tomorrow's pool the holder signs again and joins that day's queue. Earlier purchase does not put them first. JIL cannot renew the day.

Cap is 10 billion cans. Genesis auction is 250 million. The rest stays locked until a usage gate. No admin unlock because the treasury wants cash. One valve may be no more than 25 percent of cans open that day.

8. Who decides how many cans a hop needs

JIL posts coverage, C: dollars of corridor one signed can may ignite that day. The holder does not derive this from the toll. The oil desk does not pick it. Sample post for every scene in this paper: C = \$200,000. Not a live rate until JIL posts it.

cans required = ceiling(V / C)

At that sample, a \$1,000,000 hop needs 5 cans. A \$10,000,000 hop needs 50. A \$1,000,000,000 hop needs 5,000. Post a different C and the can count changes. The toll does not.

The holder estimates demand D and signs ceiling(D / C) cans if they want coverage. Signing more takes a larger share of the pool and locks cans whose ignition may die unused. Unsigned cans earn nothing and stay sellable.

velocity = $D \text{ settled} / (\text{cans signed} \times C)$

1.0 means the nozzle was fully used. 0.4 means they over-covered. Above 1.0 cannot happen on their valve. Extra demand waits, denies, or draws on someone else. JIL may publish yesterday's pool velocity. JIL does not tell the holder how many cans to sign.

9. Pay

holder pay = $F \times (\text{LESSOR_BPS} / 10000) \times (\text{cans they signed} / \text{all open in-scope cans})$

LESSOR_BPS is config. Scenes use 4,000, which is 40 percent, as an illustration, not a quote. Restricted fuel outside its certificate has weight zero and is not in the denominator. Pay is a fee credit after the day closes. It is not a repurchase of cans. It can be zero. Principal is not part of the pay.

The credit is in dollars, not in JIL.ai. The toll was charged in money. The lessor's slice is money. Cans are not the payout, and the payout does not reduce the can count.

When. The day closes at midnight on the posted epoch clock. A hop counts only if it settled, with a capture. After close, the protocol sums those tolls, applies the published slice, and splits by cans signed. The credit posts to the lessor's money account on the federation ledger. Until finance posts another rule, it is available the next business day. It is not paid mid-hop, and it is not paid in advance.

A quiet day posts zero dollars. A refused hop posts zero. An unsigned day posts zero. There is no minimum, no makeup the next day, and no interest on a zero. If two lessors signed, each credit is their share. JIL does not advance the toll.

Settled V	Toll F	Cans needed	Sole valve at 40%
\$1,000,000	\$500	5	\$200
\$10,000,000	\$50,000	50	\$20,000
\$100,000,000	\$500,000	500	\$200,000
\$1,000,000,000	\$5,000,000	5,000	\$2,000,000

10. The \$50,000 block and the \$10,000,000 hop

You buy 100,000 cans for \$50,000. That is \$0.50 a can at that auction, not a face value. You own them until you sell them. They do not return to the auction when a day ends.

You sign all 100,000 for Tuesday. Oil root opens a corridor to an India root. The India bank is a hub under that root. It does not open the door. Settled value is \$10,000,000. Toll is \$50,000. Need is 50 cans. The meter draws 50 cans of ignition. It does not take 50 cans. Velocity is $10,000,000 / (100,000 \times 200,000) = 0.0005$. Spare ignition dies. All 100,000 cans come home.

If you were the only open in-scope valve and the slice is 40 percent, pay is \$20,000. The match between toll and purchase price is a coincidence. You do not receive \$50,000. Half the open cans, you receive \$10,000. Unsigned, or out of scope, you receive zero.

Right-sized, you sign 50. Same hop, same sole-valve pay, velocity 1.0. Signing 100,000 did not raise the toll. Quiet day, you sign 50, nothing settles, pay is zero, cans come home. Not enough open cans for the need, the hop waits or denies, no cans consumed, no toll billed.

12. Oil is the example, not the product

Oil is a stand-in. The same door fits soybeans, gold, wheat, a power desk, or any other commodity admitted as a Class B sovereign. A country desk is Class A. A soybean sovereign is a peer of that country desk, not a child of it. Soybeans as an annex under a country site are a different license. The rows do not blur.

Every scene above can be reread with soybeans in place of oil. A \$10,000,000 soybean corridor still tolls \$50,000. At the sample coverage it still needs 50 cans. The India bank is still a hub under a root. The commodity name does not change the formula.

13. Class A leases and Class B leases

A lease is scoped. Class A and Class B here are the corridor the cans may ignite, matching the site classes. They are not two prices for the same can.

A Class A lease may ignite a corridor whose root is a sovereign site: a country desk or an institution admitted as Class A. A Class B lease may ignite a corridor whose root is a commodity sovereign: oil, soybeans, gold, or another commodity admitted as Class B. A can signed as Class B does not fire a Class A corridor. A can signed as Class A does not fire a Class B corridor. A holder may own both, and may sign them on the same day, as two valves.

Restricted fuel is the tighter wrap. It names one root and an allowlist of peers and commodities. A Class B lease on soybeans does not, by itself, allow crude. The certificate has to say soybeans. Federation-wide fuel, if offered, still has to be signed into a class for the day. Scope is checked at the hop. A site cannot upgrade a lease.

14. Corridors to other sovereign sites

A corridor runs root to root. Soybean sovereign to a country site. Oil sovereign to an India root. Country site to country site. The far bank, if there is one, is a hub under the destination root. It does not hold a corridor key. Cross-site value climbs inside the source, crosses, and descends inside the destination.

Both roots sign the packet. The destination rechecks arrival, the refuse list, and the federation deny list. The source does not write the destination's rules. The opener pays the toll if the hop settles. The valve presented must match the class of that corridor. Wrong class, missing key, or a down meter: deny and reserve.

15. Apps and other L1 chains

An application is bids, shipping, delivery, payouts. It does not get a private exit. Shipping is a log, not a payment. A bad delivery does not unwind a corridor already settled. A return is a new hop if both sides allow.

Bitcoin, Ethereum, and XRP are adapters after a verdict. They are not the corridor. The valve opens the JIL door. The adapter, if the root is allowed to use it, moves value wallet to named venue to wallet. No inventory. No reserve. An L1 allow does not imply a venue allow. Loss after allow and before venue finality sits with the site that opened the adapter. The gas valve is not replaced by the other chain's fee. That chain has its own fee. JIL.ai is the ignition for the JIL corridor only.

Oil, soybeans, and gold are the same machine. Class A lease for a country-desk corridor. Class B lease for a commodity corridor. Other L1 chains are an adapter after the verdict, not a second valve.

16. The valve, walked once

A holder owns cans. They sign a Class B lease for the day if the cargo is soybeans or oil, or a Class A lease if the corridor root is a country desk. The meter countersigns. A root presents that valve on corridor.send. The meter checks class, certificate, remaining ignition, and both keys. Pass: authorization burns, cans stay, toll accrues if the hop settles. Fail: deny and reserve. At midnight the lease ends. Dollars, if any, credit the next business day. The cans are still theirs.

17. How long the lease lasts

The lease is one day. It is not permanent. Ownership lasts until you sell. You may sign every day or no day. A sale transfers the cans and, if restricted, the certificate. It does not transfer yesterday's fee. A refused origin stays refused. Ten years later a marked lot still denies. Insolvency does not wash origin and does not hand a creditor the corridor key.

Buy cans. Lend them for a day. Cargo pays a money toll. Ignition dies at midnight. Cans come home. Pay is a slice of tolls that settled, and it can be zero.

October 7, 2026. Merged from this thread. Sample coverage and the 40 percent slice are illustrations until posted. Earlier tier notes lose where they disagree.