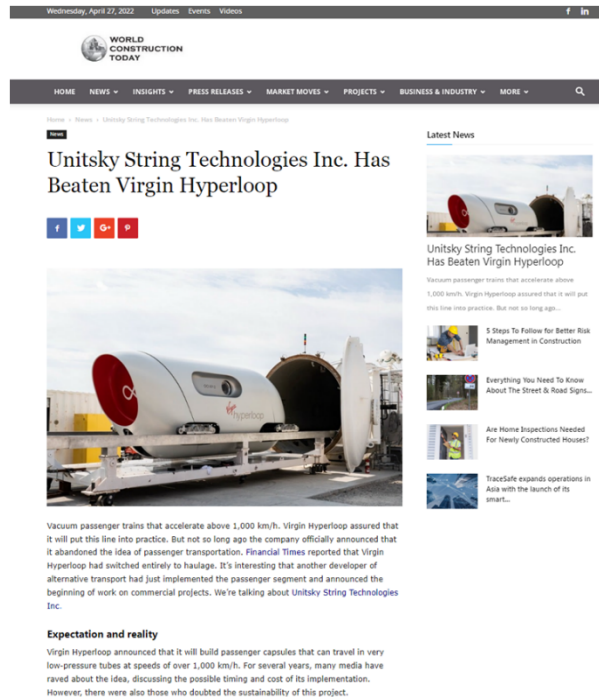


Alexey Sukhodoyev's webinar talking points of 27 April

→ [The webinar recording](#)

I will start with a review of a serious article in the edition "World Construction Today". The headline reads:

"Unitasky String Technologies Inc. Has Beaten Virgin Hyperloop".



[Source](#)

The claim that the string transport company was able to do what Virgin Hyperloop couldn't is pretty serious. We can see that information about the technology is being broadcast around the world. I don't rule out other media outlets picking up similar news in such a pitch.

"World Construction Today" is an industry media, an electronic digest, a journal for top executives in the construction and engineering sectors. I would like to share my vision.

First, Virgin Hyperloop was previously focused on transporting both freight and passengers, but Elon Musk initially abandoned the development of the Hyperloop technology, turning things over to independent competing teams. The decision was not an easy one. On the passenger side, passenger safety was questioned in the event of a Hyperloop capsule depressurization.

The cost of implementation was also in doubt. Economists said that billions of dollars would be required, not every country is ready to allocate such funds from the state budget, let alone investors. Also, the area of super high-speed transportation in vacuum tubes is not used anywhere now, i.e. it requires certification, regulation, which is also not easy and is quite a long process.

Anatoli Unitsky, unlike Hyperloop, has never been bothered by certification, as all requirements are built in with a large margin, so the technology can be certified for any application that would be required for commercial projects.

Virgin Hyperloop had planned to launch in 2020-2021, but as a result, abandoned passenger transportation and focused on freight one. It has also cut almost half of its workforce.

As for the string transport company, optimisation was carried out at the beginning of the pandemic - about 600 specialists remained. Then, the number of truly efficient employees

continued to grow. While Virgin Haperloop attributed everything to problems related to the pandemic, the string transport project continued its planned development.

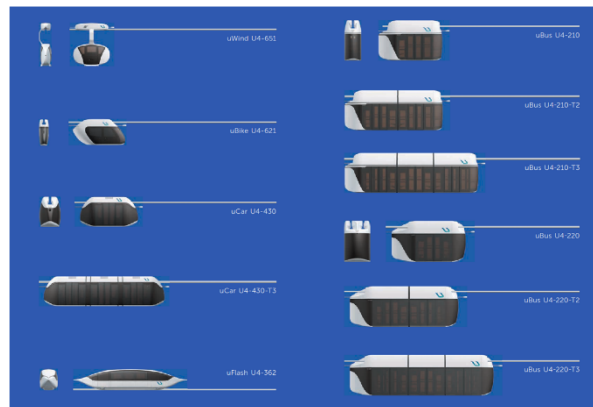
Those areas, in which we have invested are being developed. What's more, new directions have now been added, such as container transportation. And investors get it as a bonus, as these directions were not included in the business plan before. The business plan, of course, did not anticipate any pandemics or crises in the countries.

Many people know about Hyperloop because of the active promotion, but Hyperloop has no finished product. On the contrary, if someone was not aware of the string transport, thanks to this marketing strategy, everyone will quickly find out and be able to reach out to contacts to discuss commercial projects.

The company has announced that at least 4 projects have been signed and up to 10 are planned in the coming years.

It is not ruled out that passenger transportation with a large number of people in the world will be reduced. We can see that at the Russian airports, there are now undergoing serious reductions in both staff and aircraft fleets.

The company developer has created a wide range of models - each application will have a different vehicle, depending on what scenario the world is going to see.



All of that is demonstrated in the form of real working prototypes rather than trolleys, as was the case with Hyperloop.

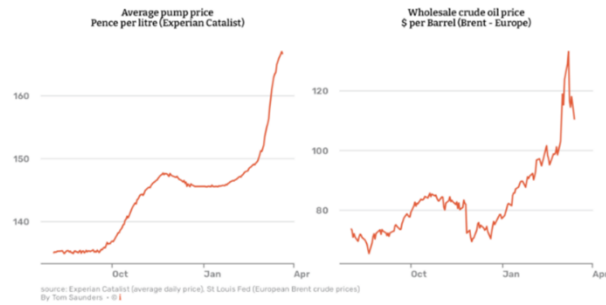
Electric transport and what is happening in the world

Are electric cars the solution?

As we understand it, the problems have not diminished with the arrival of electric vehicles. Asphalt melts, tyres wear out and the problem of their disposal has not gone anywhere (emission of harmful substances). The price of hydrocarbons and fuel for cars has risen significantly.

Petrol prices stay high

Petrol pump prices have risen continually until yesterday, according to Experian Catalyst, while wholesale prices have been falling since early March



In the string transport, steel wheels run on a steel rail. This ensures a longer service life and is more energy efficient.

And **electricity doesn't come out of nowhere either**. We get our electricity from big power plants. Power plants have generators - machines that run on a power source.

The source of energy is usually thermal energy, which is obtained by heating water (steam). Coal, oil, natural gas or nuclear fuel is used to heat water. The steam produced by heating the water drives the huge blades of a turbine, which in their turn start a generator.

Energy can be generated by harnessing the power of water falling from great heights: from dams or waterfalls (hydropower). Wind or solar heat can be used as a power source for generators, but they are not often used.

Electricity is directly related to the cost of hydrocarbons and electricity consumption. Let's take a look at what the authorities in different countries [recommend](#) to their inhabitants to save on electricity.

EU: citizens are urged to turn off the heating, change to bicycles or reduce the speed of their cars.

France: save on air conditioning and lighting.

Italy: imposes temperature limits: in winter, it must not be higher than 19°C, and in summer, not lower than 25°C when using air conditioning. Violators face fines of between €500 and €3000.

Holland: urges residents to start saving energy, in particular by reducing the heating capacity of their homes.

Ireland: people are encouraged to cycle or walk instead of using a car, and if a car journey is unavoidable, to brake less often to save petrol, and not to carry heavy objects or turn on the air conditioning.

Latvia: the price of heating per 1 mWh rises from €42.8 to €198.13.

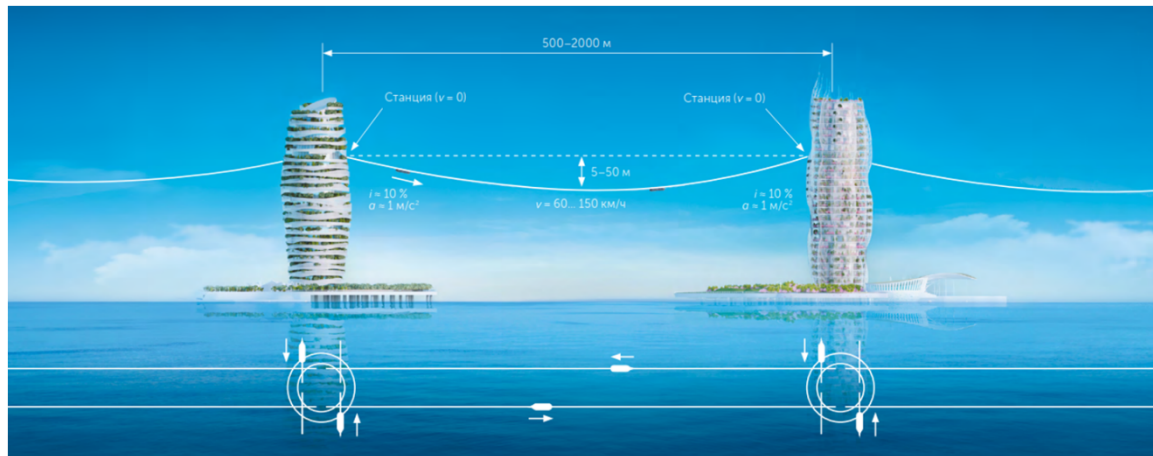
Spain: electricity has become so expensive in the country that people are downloading apps that tell them when it's best to use it.

Ireland: [the article](#) advises which is the best solution in light of the current world situation: "No brakes and air conditioning". This is how Irish drivers are taught to save money on petrol.

The local media have started giving advice on how to reduce fuel consumption and the "burden on the wallet". The authors of the article recommend thinking ahead to minimise hard braking and, when approaching an intersection, not to brake at all.

It was also recommended to take out heavy objects from the car, accelerate smoothly and refrain from air conditioning. "If at all possible, it is worth refraining from driving at all."

What is the best solution in this situation?



Long before all these events, the author of the string transport project, Anatoli Unitsky, envisaged a solution to minimize electricity consumption during acceleration and braking - it is a gravitation motor. Moreover, this technology was designed 7 years ago.

ИСПОЛЬЗОВАНИЕ **ЗАКОНА СОХРАНЕНИЯ ЭНЕРГИИ** В ИННОВАЦИОННОМ ТРАНСПОРТЕ ЮСТ

On the uphill section, the Unimobil does not use the brakes. Gravity (gravity brake) is used as the braking factor. Potential energy at the station, kinetic energy in motion at the span, potential energy at the next station. Everything happens according to the laws of physics. The efficiency is very high.

News on developments

Eddy current retarder



[Source](#)

The retarder, unlike existing analogues, works without electricity. It is not a brake replacement, but an addition to the braking system. Such a device makes it possible to lay down a certain reserve while complying with the certification requirements for all models of string-type vehicles.

The eddy current retarder is a unique invention that has been created in-house. It could be a separate commercial application in the future. But right now, there are no such targets.

The eddy current retarder slows transport thanks to a special magnetic system that makes no noise, has no wear products and is more durable, with a useful life of more than 20 years. There is also no harmful electromagnetic radiation that is dangerous to humans or machinery. The characteristics of the device are laid down for future certification in arctic conditions - the condition of the rail will not affect the braking effect.

I assume that this is not an accidental invention, that it was demanded by conditions of future certifications.

Incidentally, hydrogen-powered hydrofuels could also potentially be used. The advantage here is that the infrastructure complexes of string transport are completely adaptable to all conditions of use.

Today, it is better to form internal logistics for component parts so as not to assemble them all over the world. Form not only in Maryina Gorka, but also in such countries as Kyrgyzstan, Uzbekistan, regions in Africa, in Latin America, in India.

When the strings are stretched more and more, dependence will be reduced. Electric vehicles with minimal surface exposure, minimal energy and fuel consumption, i.e. transport above ground, will survive. The competitive race will be won by such a solution.

Delegations to the Sharjah Testing Centre

2021 and the beginning of 2022 were the record years for the number of delegations that visited the Sharjah Testing Centre.



[Source](#)

A delegation from **Kyrgyzstan** and a delegation from **Vietnam** recently visited the Centre. In April alone, three delegations visited Sharjah. For example, **Rwandan Ambassador and Dr Ramzi Al Halasa**, Board Member of Hamriyah Steel, **the UAE's leading steel producer**. It is now difficult to carry out deliveries by sea, it is also necessary to acquire local partners in the region of potential commercial projects. Delegations were mainly interested in the technology because of its low construction cost, environmental friendliness and safety.

Some other visitors to the Centre were

- Mr Shaiban Mohammed Shaiban Alyasi Almheiri, Chairman of Virtus Group, a **Canadian** consultancy company.
- Mr René Hazekamp, owner of **the Dutch** advertising company Reha Reclame & Design.

Obviously, the world's advertising marketing agencies will be joining in. That is why partners like those ones are also important.

Construction news at the Testing Centre in Sharjah

There has started concreting, is being installed formwork, and is reinforcement in progress. The anchor support of track №2, which will be the basis for the transport and infrastructure complex, is already under construction. It will be able to transport up to 50,000 passengers per hour and 100 million tons of cargo per year. The company is entering the commercial level.

Media coverage of the string transport in the Russian-speaking world

The publication "[International Exhibitions](#)" states that the string transport is more environmentally friendly than Elon Musk's Tesla.

By the way, this begs the question: why is Elon Musk investing in Twitter and not in his Tesla company to scale? Why aren't new Tesla models being built, why is Tesla stock being allowed to plummet in value?

Does that mean that even Elon Musk is not making a serious bid for electric cars? Isn't it because of the rising cost of electricity and the logistical problems with shipping components? Does that mean that Elon Musk is switching from the transport and infrastructure industry to a more digitalised industry?

It turns out that perhaps the traditional electric vehicle industry simply has no prospects. So, only the above-ground transport will save the world's economies.

5D ideology



- Dedigitalisation
- Deindustrialization
- Desocialisation
- Depopulation
- Decarbonisation

These 5Ds are already coming true in an accelerated format. For example, [Credit Suisse](#) in Switzerland has calculated how roughly a European would have to live to meet the 2.9 tons of CO2 emissions per person per year (the norm set by the Paris agreement):

- Hygiene and nutrition: showers 3 times a week for 8 minutes; machine washing twice a week for 1 hour; chicken twice a week for 100 grams (10.4 kg a year); cheese once a week for 25 grams (1.3 kg a year); no coffee.
- Sports and recreational activities: treadmill at the gym - 3 times a week, 30 minutes; TV or internet use - 2 hours daily; no video games.
- Clothing purchases: 2 pairs of jeans and 3 shirts annually.
- Travel: 1 flight annually in economy class; 5,000 km of annual travel by electric transport.

That proves that these 5Ds are already coming true in our lives. **The motivation to invest therefore takes on an intangible factor.** It's not just about investing in an asset that can survive a crisis. It's not even about making a profit - it's about surviving this economic collapse, floating out on the ark.

The intangible motivation is to improve the quality of life of anyone, so that the cost of energy returns to its normal value. The entire infrastructure of households has to change, as in the EcoHouse, so that even the traditional sewage system will not be needed.

Here we are having an impact not only on preserving the planet's ecology, but also on preserving the economy and on improving the quality of life for us and our descendants.

That motivates me to support the project. It will be rewarded when the company fully enters the commercial market. This is my opinion, I don't know for sure, but the arguments I have provided make me optimistic about the future.

Thank you for your attention, I hope many people will think about the intangible motivation to support the project. There are not many "lifelines" left that can pull the world economy out of the impasse.

If you have any questions, ask in the comments below the webinar, I will answer them at the next webinar.

That was Alexey Sukhodoev, SWC.

We are creating the future and financing it!