
STRAUS
> SPEED > TRANSPORT > RADIO–CONTROLLED > UNIVERSAL
> SYSTEMS

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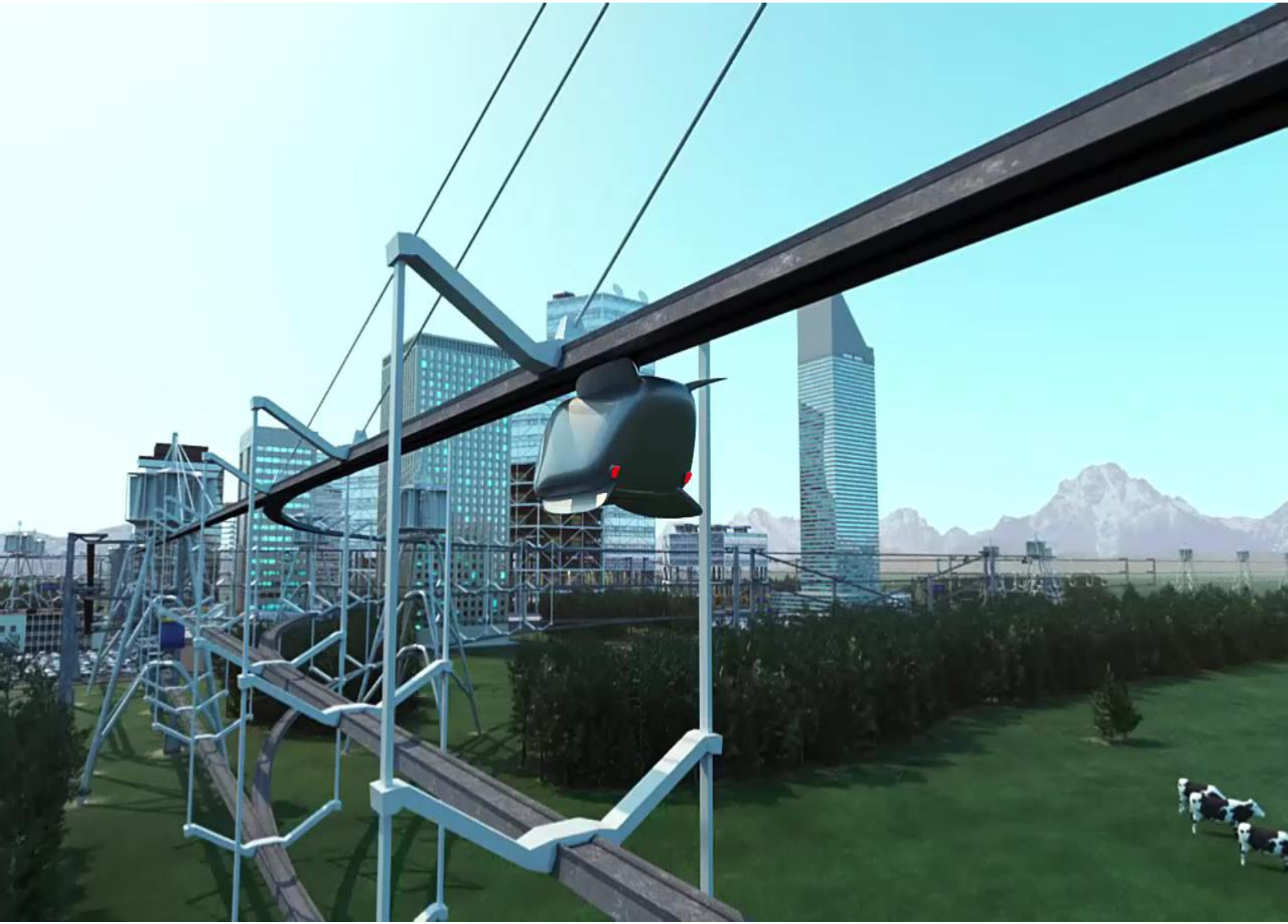


Definition

STRAUS - is an ecological high–speed transport system with individual vehicles of increased safety and comfort, it is not just transport – it is a complex of individual transport and logistics services for everyone and society as a whole

Effectiveness

- ✓ 4D–transport – spatial displacement of vehicles in time (volume is three-dimensional + time)
- ✓ Efficient – 28 times more efficient than railways
- ✓ High throughput
- ✓ Economical, easily replenished and affordable, low–cost transport is 1.5 - 2 times cheaper than railways
- ✓ Speed limit on highways from 250 to 1050 km/h.
- ✓ High punctuality of cargo and passenger delivery, no traffic jams
- ✓ High maintainability

Definition

Safety

- ✓ High degree of security: no terrorism, no damage to the system and others
- ✓ No crowd
- ✓ Trouble-free and safe movement in all weather conditions / are not terrible: floods, landslides, tornadoes, sandstorms, ice, fog, earthquakes, etc.
- ✓ Eco–friendly transport - no gas pollution and harmful emissions, no vibrations, silent, fits into natural landscapes
- ✓ There is no theft and crime in transport

Comfort

- ✓ "Rush hour" and traffic jams are excluded
- ✓ High level of comfort with individual remote service
- ✓ There are no stations, waiting rooms and crowds of people
- ✓ No timetable and tickets / individual call like taxi
- ✓ Individual movement with high punctuality
- ✓ Various types of vehicles: public, private, state, social, passenger, cargo, passenger, etc.

Environmental

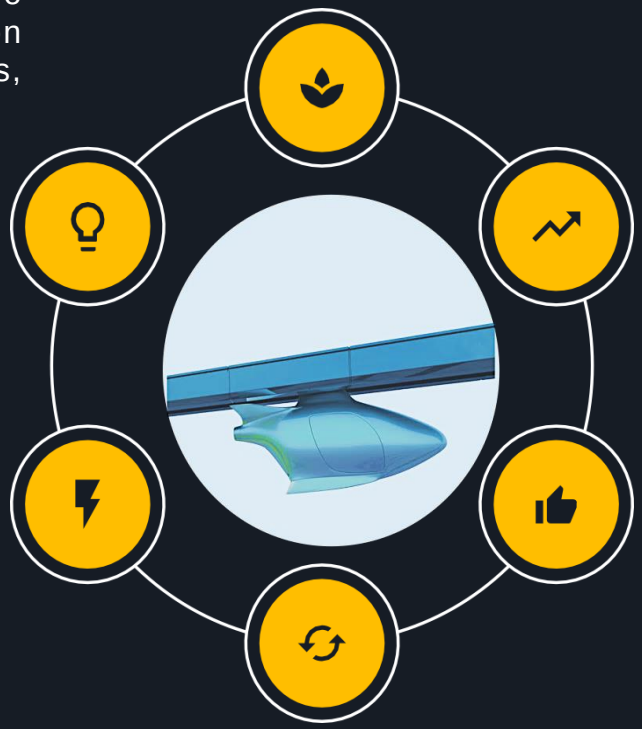
They do not violate the soil cover, do not interfere with the natural migration of animals, do not create vibrations, are silent and without exhaust gases

Intelligent

Unmanned control and individual passenger service, without a driver, without overload, without jolts and pitching

High-speed transport systems

The speed is 1050 km/h. acceleration without overload



Effective

28 times more efficient than railways

Individual

Individual movement of passengers and cargo, call without a schedule, individual service, increased comfort and safety

Autonomous

Energy autonomy, remote construction, automatic repair and restoration

MARKET ANALYSIS

The problem of efficiency, safety, environmental friendliness and cheapness of vehicles and roads is relevant all over the world. To this day, transport depends on the quality of roads, which in turn depend on weather conditions and "traffic jams", and passenger safety is in the hands of human passions, emotions and chance. The chosen direction is in the trend of global economic development of advanced countries.

70%

According to the conclusions of most experts, the economy of developed countries depends on 70% of the efficiency of highways.

Current transport systems and methods of movement are ineffective. This is eloquently evidenced by accidents and traffic jams on the roads.

***3,5**

To normalize the situation in this area, it is necessary to increase the efficiency of transport arteries and flows by at least 3.5 times. High-speed ecological transport systems ST.RAUS are able to increase its efficiency and increase throughput by 8-12 times.

>$1 trillion.

In the absence of competitors at present, the global market for such high-speed transport systems is estimated at over $1 trillion.

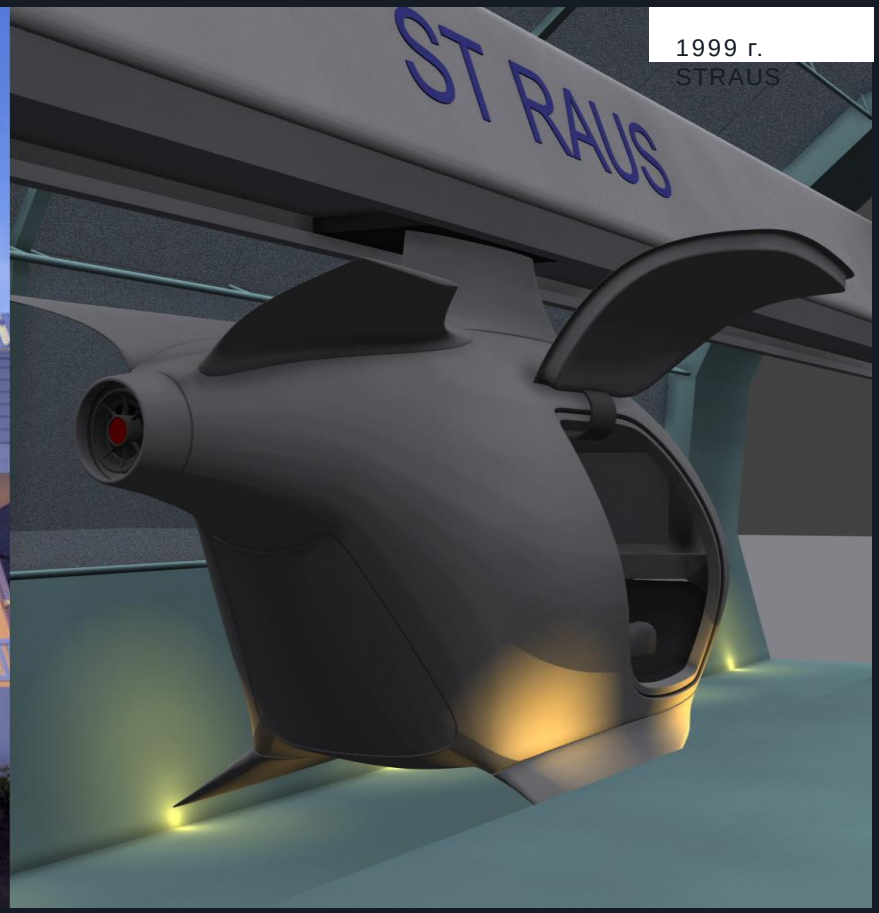
- ✓ The company estimates its potential in the market share of high-speed transport technologies at least 30%. At the same time, it is important to take into account that in a number of areas (construction of high-speed transport in seismically active and protected protected areas, on swampy and mobile soils, surface water and other unstable soils), the market share will be 90-100%.

NASA

In the near future, it is planned to launch a competitor ST.RAUS by NASA, which is actively working on the development of project documentation and its commercialization

MARKET POTENTIAL

2013 г. SkyTran



1999 г.
STRAUS

MARKET POTENTIAL

The declared technologies of ”STRAUS" in 1999, 15 years later, are already actively borrowed by many companies around the world, which confirms the economic and practical viability of the project

2014 r. SkyTran. Tel Aviv has decided to become the first city in the world with a maglev public transport system. SkyTran is described by developers as "Jetsons" in real life. It is claimed that it is an environmentally friendly, cheap, fast and comfortable alternative to cars and buses. Double vehicles were developed by engineers from NASA and Skytrain, based at the NASA Research Center.

Minimizing friction allows you to accelerate up to 240 km / h, while maintaining a smooth ride, but in urban conditions the speed, of course, will be much lower // actualitati.md

2012 r. Asimilarly, the Canadian company SHWEEB / Skysmart exhibited its concept. Today, the project of the Countries is many times superior to existing concepts, including NASA in many main aspects: from conceptual and design to technical and technological solutions (safety, manufacturability, speed, efficiency, versatility, maintainability, cost, etc.).

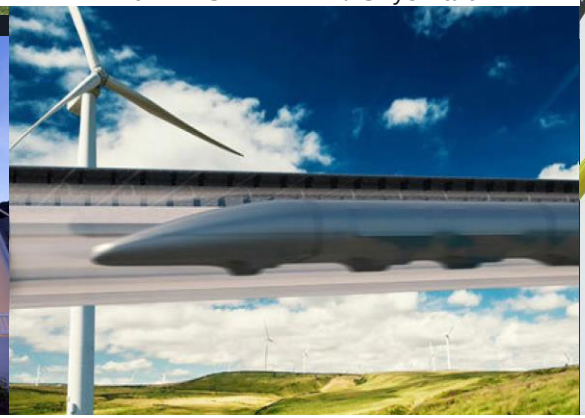
Conclusion: the key characteristics of high-speed transport systems ST.RAUS, presented in 1999, NASA experts could not voice in 2015, even at the level of the concept.

TECHNOLOGIES AND PROTOTYPES ON THE MARKET

.Wuppertaler Schwebebahn

2012 r. SHWEEB / Skysmart

2013 r. SkyTran

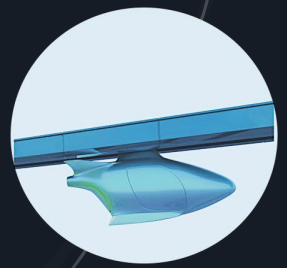


2014 r. Hyperloop

1999 r. ST.RAUS

INDUSTRIAL SCALE AND MARKET PROSPECTS OF THE PROJECT

1. Raw material
2. Production of components and elements
3. Production of structural blocks
4. Production of structures
5. Assembly and installation works
6. Commissioning works
7. Testing, programming, running-in/ sea trials
8. Maintenance prevention and repair



TARGET SALES SEGMENT

Development of the market of high-speed transport technologies based on the proposed patented technology ST.RAUS will not only solve transport problems, increase transit status opportunities and strengthen socio-economic ties of the regions, but will also bring the company into the global world leaders of developers of advanced innovative transport technologies, which has a large capital-intensive market.

Major cities

Unloading traffic jams, increasing the mobility of residents and cargo

Railways and highways

Construction of new routes, improving the efficiency of existing routes

Large industrial, agricultural and trading companies

Will increase the speed of turnover, reduce the cost of delivery

Raw materials companies

Laying of new routes to the fields (the transport is collapsible, which will allow disassembling the system after the depletion of the field and transferring it to another site, which will save significant funds for the raw materials company)

Federal and regional transport and logistics networks and facilities

Joining regional development programs, improving the efficiency and safety of passenger and cargo flows, the work of emergency services and the coordinated work of logistics processes at the federal, international and regional levels.

Small and medium-sized cities

It will allow quickly and inexpensively connect settlements where the maintenance and modernization of existing routes is economically impractical.

Creation of a presentation working sample of the "Transport of the new millennium ST.RAUS.
Preparation of materials for research and development work :

1 Improvement of the structures of the supporting bases of the transport system ST.RAUS and the study of their behavior under various temperature, physical, etc. influences;

2 Improvement of the structures of the highways of the ST.RAUS system and the study of their behavior under various temperature, physical, etc. influences;

3 Improvement of the structures of the foundations of the supporting bases of the ST.RAUS transport system. for various soils and the study of their behavior under various temperature, physical, etc. influences;

4 Improvement of the designs of transport capsules of the ST.RAUS system. and the study of their behavior under various temperature, physical, etc. influences;

5 Software development for the interaction of objects of the ST.RAUS system and working out the interaction of intelligent blocks with each other. The study of their behavior in various situations;

6 Working out the interaction of traffic flows in the ST.RAUS system and the study of their behavior in various situations;

7 Software development for the interaction of objects of the ST.RAUS system and working out the interaction of intelligent blocks with each other. The study of their behavior in various situations;

KEY TECHNOLOGIES AND INNOVATIONS

1. Technologies for the production of structures of the supporting bases of the ST.RAUS transport system
2. Technologies of production of structures of transport highways of the ST.RAUS system
3. Technologies of production of structures of foundations of the supporting bases of the transport system ST.RAUS
4. Technologies for the production of transport capsules of the ST.RAUS system
5. Technologies for the production of transport capsules of the ST.RAUS system
6. Logistics process optimization technologies
7. Technology of formation of intelligent logistics centers in the system
8. Intelligent systems of local interaction
9. Technology of formation of traffic flows in the ST.RAUS system
10. Transport technologies of interaction of flows of ST.RAUS
11. Systems of spontaneous interaction
12. Technologies of automatic remote construction of ST.RAUS
13. Technologies for designing lightweight systems of increased strength and resistance to destruction

The harmonious combination of the solutions of ST.RAUS, the lightness and versatility of the structures, combined with energy autonomy, provide the high-speed transport system with maximum reliability, safety and independence from external infrastructure, communications and factors affecting uninterrupted traffic.

High-speed intelligent transport systems ST.RAUS are designed for round-the-clock and year-round operation in automatic mode in the harshest conditions of the desert, the far north and the highlands.

At the moment, the next generation of high-speed transport systems of ST.RAUS has been developed, including:

1. Transport highways of various levels
2. Fleet of moving transport capsules
3. Flow dilution systems
4. Transport infrastructure facilities and systems
5. Parking spaces
6. Logistics intellectual centers

HIGHWAY MODIFICATIONS

Vibration-resistant sections of high-speed transport systems of ST.RAUS

for seismically active zones

Sections of high-speed transport systems ST.RAUS with special foundations

upgraded taking into account soils in flooded and swampy areas

Sections of high-speed transport systems ST.RAUS with reinforced supports

upgraded taking into account landslides and avalanches

Frost-resistant sections of high-speed transport systems of St.RAUS

upgraded taking into account the mass of snow, blizzards, low temperatures

Dust-proof sections of high-speed transport systems of ST.RAUS

upgraded to take into account sandstorms and high temperatures

Sections of high-speed transport systems ST.RAUS with elongated supports for overcoming water obstacles

upgraded taking into account the peculiarities of the aquatic environment

ECOLOGICAL PRODUCTION PROCESSES AND ENVIRONMENTAL PROTECTION

Environmental friendliness is an unsolved problem of modern transport. During the construction of roads, trenches violate the integrity of surface layers and groundwater channels, causing damage to the environment. During operation, highways hinder and restrict the movement and migration of animals, cause irreparable damage to flora and fauna. Gas pollution and smog have become the hallmark of many large cities.

Suspended transport systems ST.RAUS solve these problems in environmentally friendly ways.
ST.RAUS is an individual vehicle of increased safety and comfort.

1. Construction is carried out in environmentally friendly ways
1. Environmentally friendly production facilities are used
1. Eco-service / friendly environment and individual movement High degree of comfort
1. Stress-free - no terrorism/ ineffective and makes no sense
1. Eco–friendly transport - without harmful emissions

6 Silent movement without vibrations, because light and non-contact

6 Fits into natural landscapes

6 There are no traffic jams on the highways, because transport moves without stops

6 No gas pollution

6 No timetable/on an individual call, like a taxi

11 Individual movement

12 High degree of security

12 Safe movement in all weather conditions / not terrible: floods, tornadoes, hurricanes, sandstorms, ice, fog, etc.

12 There is no crowd – a barrier to epidemics, diseases are not carried by airborne droplets

Scientific activity in the field of solving transport issues has been conducted since 1991, to this day. More than 20 different applications for inventions, utility models and industrial designs in this field have been prepared for patenting. In order to avoid plagiarism and raider attacks, these works can be started only upon stable financing.

1991–2017

Scientific activity in the field of solving transport issues has been conducted since 1991, to this day. More than 20 different applications for inventions, utility models and industrial designs in this field have been prepared for patenting. In order to avoid plagiarism and raider seizures, these works can be started only after stable financing

2003

Basic patents for inventions and utility models of the first generation OSTRICH were obtained in Russia, St. Petersburg (RF and PCT) / 2003.

2017

At the moment, the next generation of high–speed transport systems has been developed - the ST.RAUS transport and logistics complex, and not just transport.

TASKS AND STAGES OF THE PROJECT IMPLEMENTATION

Creation of a presentation working sample of the "Transport of the new millennium ST.RAUS".

Preparation of scientific materials, conducting research and design work:

1. **Formation of technical tasks for the production of works**
2. **Materials science, technologies and manufacturing processes**
3. **Investigation of the system and dynamic loads in the flow system**
4. **Dilution of flows at speeds over 1000 km/h**
5. **Programming and algorithms for breeding/ information of traffic flows**
6. **Production of installation works, operation and maintenance of transport systems**

COMPOSITION OF RESEARCH, DESIGN AND PRODUCTION WORKS

Term - 4 months

Preparatory stage

Purpose: to create and prepare the necessary conditions for the start of work, work processes and for the production of a sample system.

17 months

The stage of conceptual modeling

Purpose: to develop and prepare concepts and technical tasks for all working groups at each stage.

38 months

The stage of research work

Purpose: to create a scientific and technical base for the production of an efficient and safe system of vehicle flows based on the reliability of each of its elements with experimental and scientific-practical confirmation of data.

18 months

Pre-project preparation stage

Purpose: preparation of materials and documentation for the organization of project work on the creation of a working sample.

18 months / in parallel

Stage of software development and adaptation

Purpose: preparation of algorithms for object interaction and implementation of control software for local and integrated networks of the system.

32 months

Stage of project work

Purpose: preparation of documentation necessary for the organization of processes for the production, installation and operation of facilities, components and systems to create a working sample.

*The stages of the work can be reduced by 1.5-2 times, depending on the depth and degree of elaboration of research works

COMPOSITION OF RESEARCH, DESIGN AND PRODUCTION WORKS

Term - 28 months

Stage of production and installation works

Purpose: preparation of layouts and production of parts, assemblies and systems of the working sample.

28 months

The stage of testing

Purpose: testing (and testing of components, systems, materials) of system elements, issuing conclusions and recommendations for working samples.

14 months

The stage of debugging and adjusting sample systems

Purpose: to assemble a working sample and ensure high quality and reliability of assembly of components, aggregates and operability of the system software.

16 mounths

Presentation and familiarization stage

Purpose: to prepare a program, ensure safety and competently present a working sample of ST.RAUS as a promising project.

All work is going on in parallel

The total term is 38 months

INVESTMENT PROJECTS

Research and development work of St.RAUS

The goal of the stage

Creation of a presentation working sample of the "Transport of the new millennium ST.RAUS", while conducting tests, test measurements and presentations

Stage cost

$0.5– 7 million — depending on the full scale of the models and the depth of study of materials

Project implementation period

24-48 months - depending on the depth of the project study, the scope of work and approved technical specifications

Payback period of the project

28 months

The result of the work

1. A working model with a number of research works carried out:

1. Creating working samples of the presentation section of the track and conducting tests

3 Design and estimate documentation

3 In-depth comparative analysis of the economic and technological efficiency of the project

Presentation highway ST.RAUS–100

The goal of the stage

Attracting large investments, collecting orders and entering into stable international contracts

The cost of the project for the construction of the presentation highway

$750 million — 100 km with the possibility of introducing various additional options: energy autonomy, eco-terminals, bicycle highways, pedestrian suspension paths, agro-complexes, etc.

Project implementation period

24-48 months — depending on the depth of the project study, the scope of work and approved technical specifications

Payback period of the project

36 months

The result of the work

1. Presentation transport system ST.RAUS 100 km long
2. The length of the highway is 220 linear kilometers ("eight" in two directions), between destinations 100 kilometers
3. Research data, design and estimate documentation
4. Estimated documentation and in-depth comparative analysis of the economic and technological efficiency of the project

1. Presentation show

Ecological transport system ST.RAUS-500

The goal of the stage

The launch of a fundamentally new type of transport, a clear proof of its high efficiency, the attraction and formation of investment flows, the collection of orders and access to stable international contracts

The cost of the project for the construction of the presentation highway

$6.5 billion — 500 km with the maximum number of different additional options

Project implementation period

36-48 months — depending on the depth of the project study, the scope of work and approved technical specifications

Payback period of the project

38 mounths

The result of the work

1. Ecological transport system with a length of 500 km
1. The length of the highway is 1,150 linear kilometers ("eight" in two directions), 500 kilometers between destinations
1. Presentation track of the new millennium with the maximum set of options: energy power plants based on alternative energy, eco-terminals, bicycle highways, pedestrian suspension paths, agro-complexes, etc.
1. Research data, design and estimate documentation
1. Estimated documentation and in-depth comparative analysis of the economic and technological efficiency of the project
1. Presentation show

A section of a freight highway for hard-to-reach terrain

The goal of the stage

Launching an efficient mode of transport for the rapid movement of large volumes of bulk and liquid cargo in hard-to-reach areas, providing visual evidence of its high efficiency, attracting and forming investment flows, collecting orders and entering into stable international contracts

Project cost

$700 million — 100 km

Project implementation period

18-24 months — depending on the depth of the project study, the scope of work and approved technical specifications

Payback period of the project

18 mounths

The result of the work

1. Ecological transport system with a length of 500 km

1. The length of the highway is 210 linear kilometers ("eight" in two directions), between destinations 100 kilometers

1. A cargo highway with the possibility of introducing a set of additional options: energy power plants based on alternative energy, bicycle highways and pedestrian suspended docks

4 Eco-terminals, agricultural complexes, etc.

4 Research data, design and estimate documentation and in-depth comparative analysis of the economic and technological effectiveness of the project

4 Presentation show

Bicycle highway with pedestrian suspension paths

The goal of the stage

A) Attracting and forming investment flows, collecting orders and entering into stable international contracts.
B) Launch of an environmentally accessible all-season, round-the-clock mode of transport without a schedule (on demand): for moving over rough terrain, mountain passes, mountain rivers, forests, etc.; for hard–to–reach places; as a walking mode of transport - for national parks and nature protection zones; as a health and entertainment mode of transport - to maintain a healthy lifestyle in urban and suburban areas; as a tourist mode of transport – for rough terrain and sightseeing.

Project cost

$250 million — 100 km — with the possibility of placing various additional options

Project implementation period

12-18 months per 100 km — depending on the depth of the project study, the scope of work and approved technical specifications

Payback period of the project 16 mounth

The result of the work

1. Ecological transport bicycle highway with pedestrian suspension paths with a length of 100 km
2. The length of the highway is 210 linear kilometers ("eight" in two directions), between destinations 100 kilometers
3. The possibility of placing a set of additional options: energy power installations based on alternative energy, automatic and semi-automatic moving systems, stopping cents with additional agro- and eco-functionality
4. Design, estimate documentation and in-depth comparative analysis of the economic and technological efficiency of the project
5. Presentation show

High-efficiency highway for protected areas and hard-to-reach areas

The goal of the stage

The launch of a fundamentally new type of luxury transport in the most beautiful places of the world, with the maximum set of options, as a clear proof of its high efficiency, safety and comfort. Attracting and forming investment flows into the project, collecting orders and entering into stable international contracts

Project cost

$930 million — 100 km — with the possibility of placing various additional options

Project implementation period

24-48 months per 100 km — depending on the depth of the project study, the scope of work and approved technical specifications

Payback period of the project

from 26 months

The result of the work

1. Ecological transport system with a length of 100 km
2. The length of the highway is 250 linear kilometers ("eight" in two directions), between destinations 100 kilometers
3. The presentation route of the new thousandth anniversary with the maximum set of options: energy power plants based on alternative energy, eco-terminals, bicycle highways, pedestrian suspension paths and observation platforms; agro-complexes, etc.
4. Research data, design and estimate documentation, in-depth comparative analysis of the economic and technological effectiveness of the project
5. Presentation show

St.RAUS Attraction Complex

The goal of the stage

A) The launch in the most visited places of the world of a new type of entertainment complex from the variety of attractions of St.RAUS with its own system of delivery of visitors and a variety of options

B) Attracting and forming investment flows into the project, collecting orders and entering into stable international contracts

Project cost

$1.5–5 million — the cost depends on the scale, availability and number of additional options.

Project implementation period

12-24 months per 100 km — depending on the depth of the project study, the scope of work and approved technical specifications

Payback period of the project

18 months

The result of the work

1. Launch of a new all-season entertainment complex of St.RAUS attractions for year-round use

1. Amusement highways with a different set of functionality and difficulty levels

1. Internet portal of the entertainment complex of St.RAUS attractions

1. Trails with a different set of options: eco-terminals, eco-complexes; bicycle-copper highways, pedestrian suspension paths and observation platforms, etc.

1. Holding presentation shows

Board educational games – remotely controlled programmable transport and logistics constructor

The goal of the stage

A) Production and sale of desktop educational games with a variety of options, and the formation of its own sales network

B) Attracting investment flows to the project and collecting orders

Project cost

$2.5–9 million — the cost depends on the scale, availability and number of additional options

Project implementation period

12-24 months — depending on the depth of the project study, the scope of work and approved technical specifications

Payback period of the project

18 mounth

The result of the work

1. Production of desktop educational games ST.RAUS
2. Sale of desktop educational games of the new entertainment complex of St.RAUS attractions and the formation of its own sales network
3. Sets of additional options with different functionality and difficulty levels: eco terminals, eco complexes; bicycle highways, pedestrian suspension paths and observation platforms, etc.

4 The Internet portal of St.RAUS

4 Conducting presentation shows

CLASSIFICATION OF INVESTMENT PROJECTS

#1 Research and development work of St.RAUS

$0.5-7 million // 24-48 months // 28 months

#2 ST.RAUS–100

$750 million // 24-48 months // 36 months

#3 ST.RAUS–500

$6.5 billion // 36-48 months // 38 months

#4 A section of a freight highway for hard-to-reach terrain

$700 million — 100 km // 18-24 months // 18 months

#5 Bicycle highway with pedestrian suspension paths

$250 million — 100 km // 12-18 months // 16 months

#6 High-efficiency highway for protected areas and hard-to-reach areas

$930 million — 100 km // 24-48 months // 26 months

#7 The St.RAUS attraction Complex

$1.5–5 million // 12-24 months // 18 months

#8 Board educational games – remotely controlled programmable transport and logistics constructor

$2.5–9 million // 12-24 months // 18 months

Due to the low cost of production, automation, the unmanned principle of movement and many options of the high-speed movement system will be in high demand.

Marketing strategies and promotion stages:

1

Presentation of technologies on the Internet and mass media

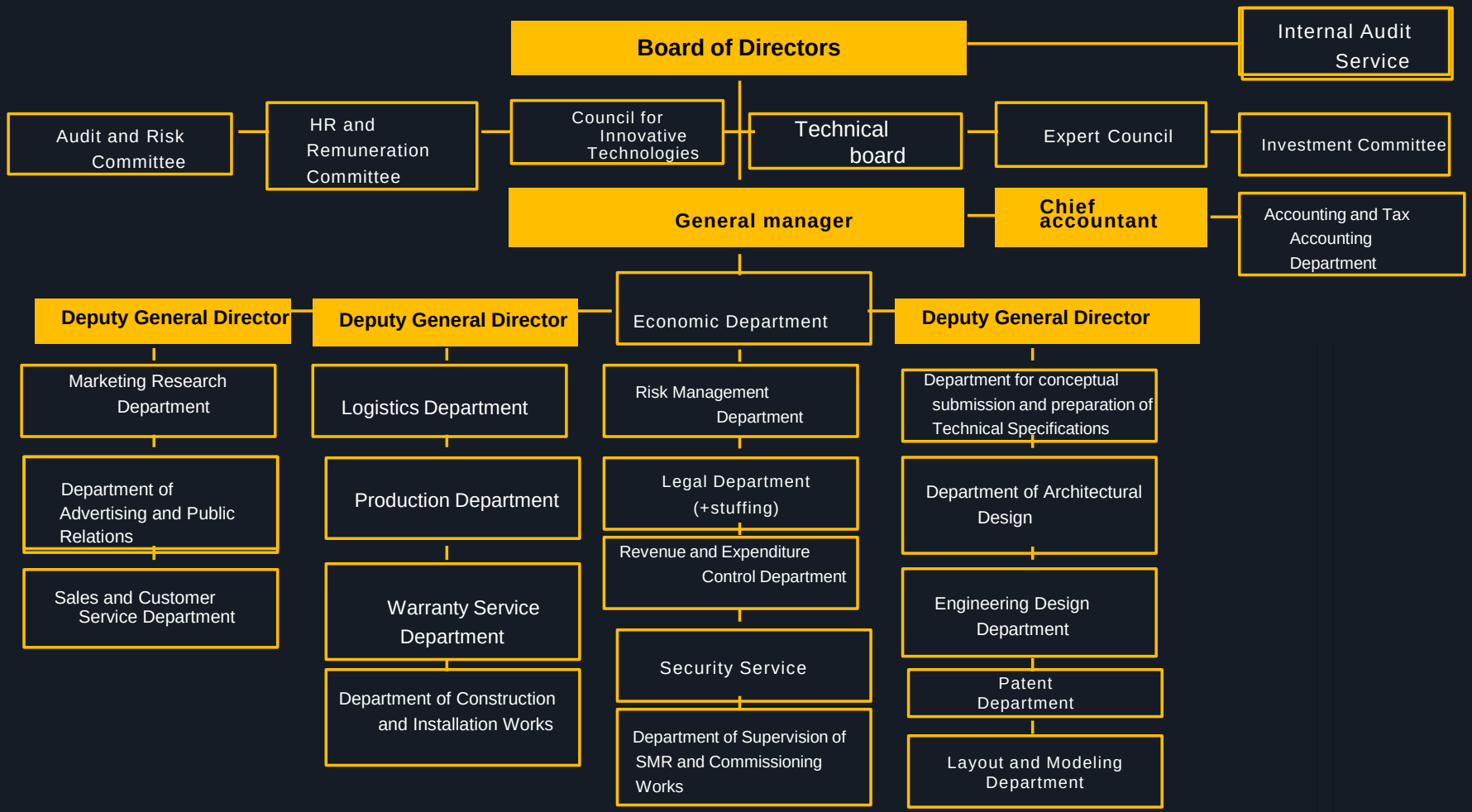
2

Creation of presentation complexes and entertainment centers with the participation of transport systems (games, Russian slides, escalators)

3

Launch of transport systems in limited areas

ORGANIZATIONAL STRUCTURE OF THE ST.RAUS CONCERN



PROJECT WORKING GROUPS

1. The group of conceptual study and preparation of the Technical Task
2. Architectural and Design Group
3. Project group
4. Aerodynamics Design Group
5. Foundation Design Group
6. Design group for load-bearing supports
7. Design group for trunk systems and sections
8. Design Group for Power Systems and Power Units
9. Design group for main and auxiliary construction objects of special purpose
10. Logistics Group
11. Software Group
12. Layout and model group - workshop - area
13. Expert Group
14. Financial and Legal Group
15. Production and assembly group
16. Business group

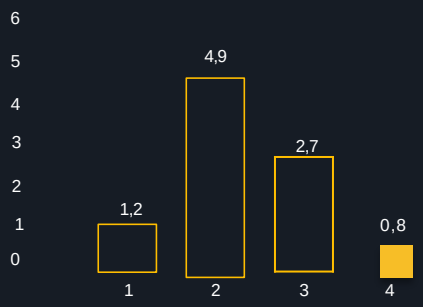
STRENGTHS AND WEAKNESSES OF THE PROJECT IN THE DEVELOPMENT AND IMPLEMENTATION OF THE PROJECT

	Strong points	Weak points
1	Technologies in the field of providing vital needs for a wide range of all segments of the population	Breakthrough technologies at the peak of global trends
2	Breakthrough technologies at the peak of global trends	Innovativeness of the ST*RUS project / trust and familiarity
3	A variety of innovative solutions	The human factor
4	Proven technologies	Tight deadlines
5	Компетентная команда профессионалов	Защита проекта и плагиат

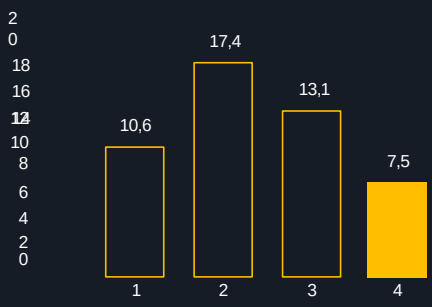
1 Highways
2 High-speed railways
3 Hyperloop
4 ST.RAUS

Name	Highways	High-speed railways	Hyperloop	ST.RAUS
The cost of project work for 1 million	1,2	4,9	2,7	0,8
The cost of laying 1 km of tracks	10,6	17,4	13,1	7,5
Cost of rolling stock	27	34	38	14
Project payback	23	28	20	7

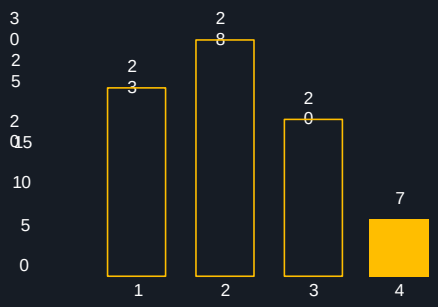
Indicators of the cost of designing transport projects, million $



Indicators of the cost of laying 1 km. for transport projects, million $



Payback indicators of transport projects, years



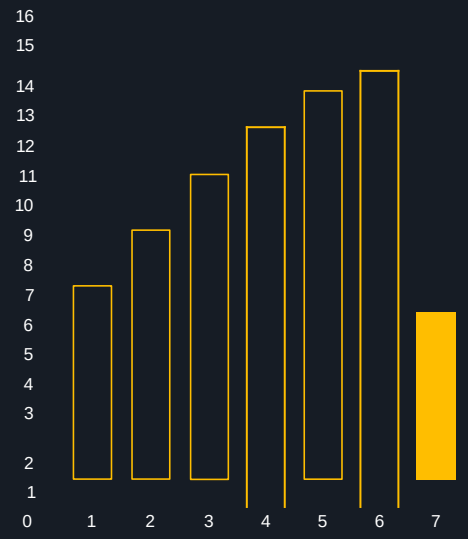
COMPARATIVE CHARACTERISTICS DIFFERENT TYPES OF TRANSPORT

1 Automotive
2 Railway
3 High - speed railway
4 «Maglev» el. Magnetic
5 Water / sea Fleet
6 Air AVIA
7 ST.RAUS

7 ST.RAUS

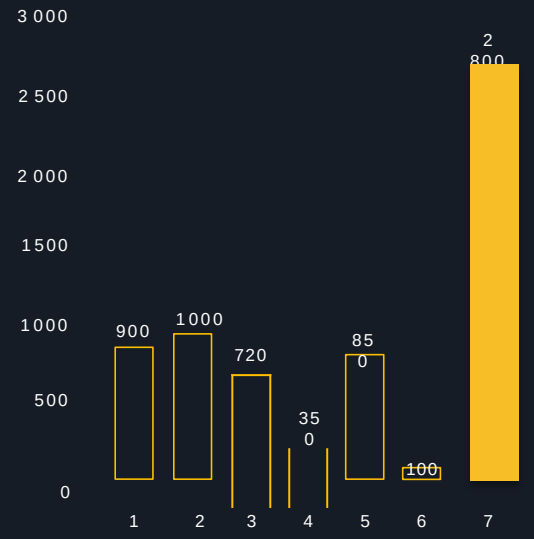
Construction cost

Graph of comparative characteristics of construction costs for various types of transport, million $ / km (per linear km)



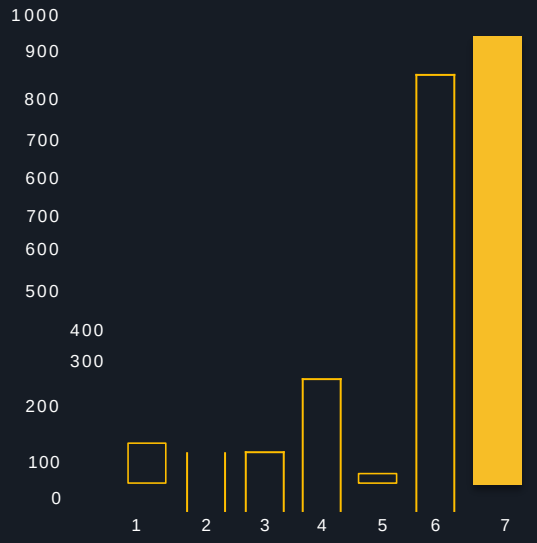
Traffic volumes

Graph of comparative characteristics of the volumes of transported goods / passengers for various modes of transport, million tons



Speed mode

Graph of comparative characteristics of the speed of movement of goods / passengers for different modes of transport, km/h



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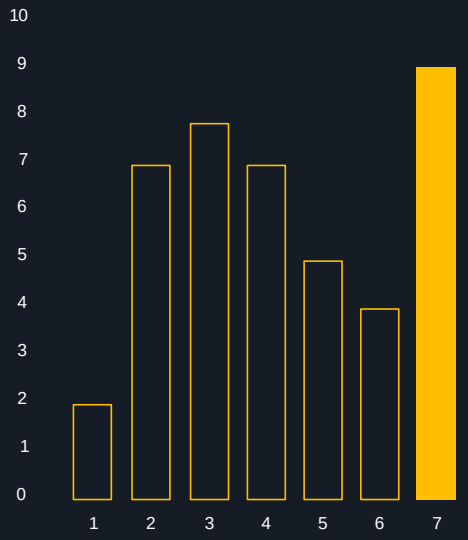
COMPARATIVE CHARACTERISTICS OF DIFFERENT TYPES OF TRANSPORT

1 Automotive
2 Railway
3 High - speed railway
5 Water / sea Fleet
4 «Maglev» el. Magnetic
6 Air AVIA
7 ST.RAUS

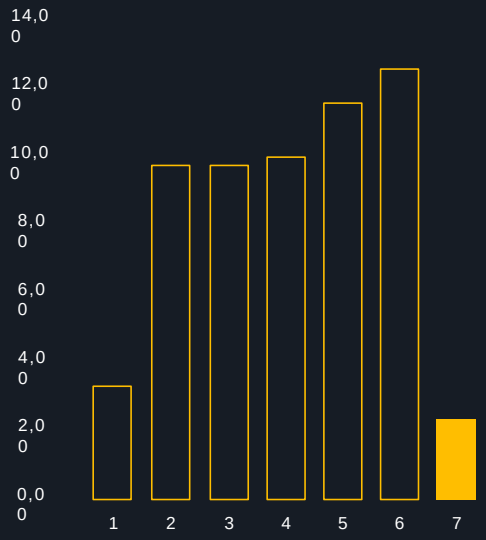
The level of safety and comfort

Graph of comparative characteristics of comfort and safety of cargo / passengers for various modes of transport, points



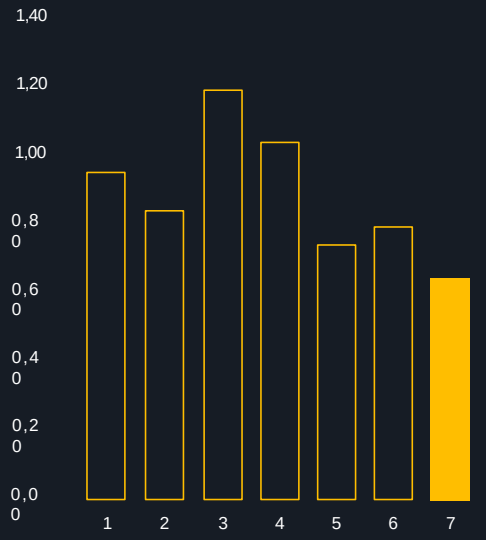
Construction term

Schedule of comparative characteristics of the construction and construction of facilities, years



Maintenance costs

A graph comparing the level of maintenance costs for different modes of transport, points



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TRANSPORTATION VOLUMES AND COST

10 mln.

One transport line of ST.RAUS is enough to provide a city of 10 million inhabitants

1 750 000 passengers

Passenger traffic volumes ST.RAUS – 1,750,000 passengers per day (75,000 per hour) at a distance of 1,000 km. (for each line, taking into account the loading time) / for the railway, the indicators are 21 times lower.

450 000 tons

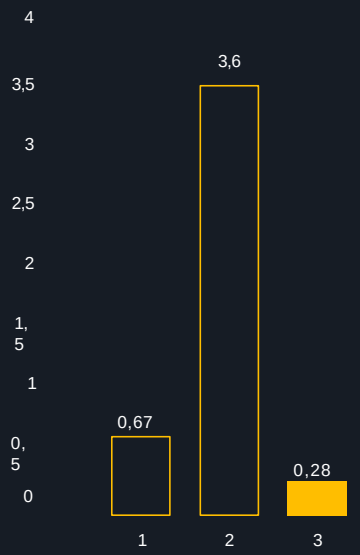
The volume of freight traffic ST.ROUS – 450 thousand tons of cargo per day (18 thousand tons per hour) at a distance of 1,000 km. (for each branch, taking into account the loading time) / for railway indicators are 24 times lower.

1 High-speed railways

2 Hyperloop

3 ST.RAUS

The fare is 10 km of the way,$




250
cruising speed of the lower level
1050
top-level cruising speed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