

**From:** Ralph Bakker [email address redacted]  
**Sent:** 31 December 2015 07:06  
**To:** EnergyEvidence Infrastructure-Commission  
**Subject:** A TW-accu by ET3

Dear Commission,

For your three projects:

- Improving the Northern transport infrastructure - especially East-West,
- Future, large-scale investment in road, rail and underground London transport infrastructure and
- Nationwide delivery of N-2 (future-proof) powerinfrastructure with maximumcapacity based on cryocooling (CERN), that balances supply and demand;

we surprisingly have one answer called ET3. Let me first explain that with the scientific word 'high' in "high temperature superconductivity" we actually mean cryocold exactly - 200 degrees Celsius and use of HTS-NanoTape; practically the most precious substance on the Planet. All advisors will tell you that superconductivity is 'not ready yet' and they are wrong - partly because VERY few people understand the exact physics in vacuum. This is our very expertise by which we can transport the most powerful DC current (<http://www.hts-powercables.nl/wp-content/uploads/2015/08/Long-distance-HTS-HVDC-cables-final-1-2.pdf>) and the most powerful AC current ([www.hts-powercables.nl](http://www.hts-powercables.nl)). Our cables are the only one in the world that are the most effective, cheapest in both construction and operation and at the same time meet the most strict safety norms in magnetic radiation for children (international norm: max 0,4 microtesla).

Our transport through vacuum and precision quantum-locking the eLimosine, the vehicle, through precision magnetic suspension (HTSM) is actually so effective, that by the photonic, interactive onboard screens with both facial scanning and irisscanning inbuilt - our system carries less germs and virusses than any other mode such as shipping, metro, bus, train, plane and any car. Interaction is by swipe movements IN FRONT OF the screen vs touch, on-screen. The same screens will be in our portal guiding people to their next available eLimosine of choice. Only licensees ([www.et3.net](http://www.et3.net)) will have access to our portal (and medical personnel; no police and no customs in our portal ever). Since we promise our licensees the utmost privacy outlined in our privacy policy here <http://www.et3.com/privacy-policy>, we deliver our own security and friendly service by local, multilingual artists whom we train and monitor continuously and daily. Since we can transport cargo, utilities and passengers a mile higher or lower in altitude within a matter of minutes, we ALWAYS adjust the airpressure during the trip to the level of the destination access portal. Because of safety standards we deliver people in the destination access portal in the temperature according to the outside temperature. Should our portal be part of an airport, rail- or metro/underground station, access is ONLY by a passenger airlock beyond which we apply our own security, hygiene and safety so as to be absolutely sure to not only deliver fastest transport at 1G always during any acceleration or deceleration - for which we have our own patented max regenerative braking - but also be sure to deliver only 100 % safety as also meaning safety healthwise and virussafe. We offer point-to-point transport of garbage, power, sewage, cadavers, corpses, cargo such as flowers, dairy, newspapers, data, mobileholo's and are the only technology that offers a second choice in offgrid, 100 % safe & secure datatransport by not using the existing internet. Thus we supply the Kingdom a new net of datatransport even up to all islands of Scotland that are inhabited. By connecting to underground ET3 (2 meter in diameter of tunnelling only), they have access to internet with a maximum delay of hours.

Only the ET3-system, because of its various unique worldwide patents including patents by our licensees such as the Chinese government and experts in composites, magnetic suspension, cryocooling, HTS-tape, HTS-wire, ultrahighperformancebeton, photonic irisscanning (userscreen) and developing ET3-holo by mobile phone can

deliver this level of safety because we fully automate transport and are hackersafe because we do NOT exchange information on internet. Any information to secret intelligence we exchange only after their legal department buys a corporate license one-time fee \$ 500 and we will then deliver the required and requested information via our own patented technology in hackerfree transport of data - 100 % safe even virusfree.

A deep underground ultraspeed track 2 meter diameter only can hold a TW of power at night. That will be enough to power entire London at night and power the next morning untill sunrise with 100 % or N-2 security while transporting power to the edges of the Kingdom as well. Any metropole in the UK can afford to build such a deep, underground ring ET3 and thus provide a second or third totally independent system. The reason that no millionaire or billionaire has ever wired us a penny is because nobody ever explained it in as much detail as I do here based on the most generous invitation to send in max 10 pages. I must request the liberty of including all data in attachments, plans, calculations, links and proof we have supplied on et3.com, et3.eu, et3.nl, quantumtrain.com and hts-powercables.nl. I also submit the PDF on [www.metavisionpublishing.nl](http://www.metavisionpublishing.nl) to remind bankers of the EU approved method of financing largescale continental most modern (underground) transport including superconducting powercables and ultraspeed, superconducting maglevtrains by goldcollateral. The Treasurerer that I would not know but you surely do of the HSBC is absolutely aware of this possibility that goes up in £ trillions. The reason being that most banks refuse to publish ownershipcertificates of gold they claim to hold in their vaults. And when they are finally published and made available to journalists and the international press to study, gather and compare, we will probably see that banks own much less gold than the general population imagine. This means all the while more goldasset is available for independent, ECB-approved goldcollateral financing of large scale ultramodern and ultrasafe infrastructural projects that have the same timeline as you are speaking about.

The remainder of the max of 10 pages I may submit, I would like to humbly draw your kindest attention to the films I made not excluding: <https://www.kickstarter.com/projects/493781514/44115705?token=d094058b> and published for free on above sites. More detailed movies about e.g. Glasgow or London would be as per subscription and our own licensing as crowdfunding. I should not end before indicating our friendship has to continue via <http://et3.eu/shopping-cart.html> because the information presented in this email-proposal, the links on my sites and the texts of our combined pool of patents is extremely vast and requires weeks to process. I have a businessplan for 3000 kms length. Costs of construction will be matched by yearly revenue upon taking in function.

As I said; almost nobody on Earth masters the precise mathematics of physics in vacuum but we do. Your invitation was very cordial. London outperforms all other metropolises because you invite every stateholder to voice their deepest concerns and the deepest concerns that people have are with:

- inherent corruption
- lack of objective data as to the only two benchmarks that really matter namely A. Cost per person per mile and B. Cost per pallet per mile. This in the 50 year timeframe that you are allowed to take and you will quickly calculate that after ET3, place number two and place number three are empty.

But as proposal for Part III Energy Evidence I herewith submit the DC and AC HTS-powercable.nl.

Most sincerely,

Ralph Bakker, MBA  
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