

**Andreas  
Seidl**



# Handover of Power

European Version - Volume 16/21  
Infrastructure



**For You**

Volume 1: Summary  
Volume 2: Derivation  
Volume 3: Constitution  
Volume 4: State Organisation  
Volume 5: Digital  
Volume 6: Media  
Volume 7: Labour  
Volume 8: Planned Economy  
Volume 9: Social Market Economy  
Volume 10: Barter Economy  
Volume 11: Free Market Economy  
Volume 12: Finance  
Volume 13: Innovation  
Volume 14: Education  
Volume 15: Health  
Volume 16: Infrastructure  
Volume 17: Security  
Volume 18: Justice  
Volume 19: Foreign Affairs  
Volume 20: Integration  
Volume 21: Family

## **Acknowledgements**

My thanks go to my family and friends who have made me who I am today. Special thanks to all those who supported me in writing this book. I would like to thank all my classmates, teachers, fellow students, lecturers, demonstrators, activists, colleagues, companies and countries with whom I have had the privilege of sharing the experiences from which all the ideas in this book have emerged. I would like to thank the staff of Books on Demand for their kind helpfulness. I thank the citizens of Seligenstadt for the harmony and solidarity in which I was able to write.

## **Foreword**

This policy concept contains a variety of proposals for possible political reforms. It can be peacefully and democratically adapted to any current political system of any state in the world, but also to political systems in families, clubs, associations or companies. Wherever humans make or submit to rules that manage living together, the following proposals can be helpful. Readers who find the proposals so helpful that they would like to implement them together with like-minded people can contact the author. The contact form on the last page can be used for this purpose.

### **Faults and defects**

I ask for your understanding that this volume was not professionally proofread. I could only afford professional proofreading for the summary. Spelling errors and unfortunate phrasing may therefore occur. As soon as this volume has sold enough to pay for a professional proofreading, it will be done. After that, a new edition will be published.

### **English version**

Please understand that this volume has been translated automatically. I could only afford a professional translation for the summary. Poor wording and spelling errors may therefore occur. In case of doubt, the German version shall prevail. As soon as this volume has sold enough to pay for a professional translation, it will be done. After that, a new edition will be published. It was more important to me that no one in the world should have an information advantage than individual translation errors in the complete work.

## References

If something has been quoted directly, it is set in italics. If the headings contain footnotes, the sources for direct and indirect quotations apply in the chapter for which the heading stands. Otherwise, quotations or source references are directly at the word or at the end of the sentence or paragraph. This book contains parts of text based on the Federal Constitution of the Swiss Confederation of 18 April 1999 (as of 12 February 2017), abbreviated to BV<sup>1</sup> and the Constitution of the Canton of Bern of 6 June 1993 (as of 11 March 2015), abbreviated to KV<sup>2</sup>.

If the constitutional paragraph, or individual paragraphs thereof, are based in whole or in part on extracts from the BV or KV, this is indicated in a footnote. The references to the corresponding footnotes for constitutional paragraphs are usually found after the heading of the affected chapter and sometimes in the body of the text. Articles used in the Swiss constitutions are listed in the footnote with a number after the title of the constitutional paragraph. Example: §123  
Sample title: BV Art.123, KV Art.123.

All internet sources are fully cited in the footnotes. They were last accessed on 30.09.2021. All literature sources are also listed in full in the footnotes.

All references to tasks undertaken by other ministries and described in more detail there are given in footnotes. Example: Model Ministry - 1.2.3 Model Chapter.

All footnotes are to be viewed in comparison to the respective source, so-called indirect quotations. Direct quotations are set in italics, but hardly ever occur. The source reference is intended to enable further investigation and to take copyright into account.

All keywords used, based on the names of the responsible units, departments and ministries of Germany, are listed at the end of this volume in the chapter on the conversion of ministries.

---

1 This is not an official publication. Only the publication by the Swiss Federal Chancellery is authoritative. <https://www.fedlex.admin.ch/eli/cc/1999/404/de> On 14.12.2021

2 This is not an official publication. The Bernese Official Collection of Laws is authoritative. <https://www.belex.sites.be.ch/frontend/versions/2420?locale=de#ART71> On 16.12.2021

## **Table of contents**

- 1 Goals of the Ministry of Infrastructure
- 2 Departments
  - 2.1 Central Department
    - 2.1.1 Staff
      - 2.1.1.1 Housing assistance for state service employees
    - 2.1.2 Organisation
  - 2.2 Management Department
  - 2.3 European Department.
  - 2.4 Homeland Department.
  - 2.5 Building Department
  - 2.6 Traffic Department
  - 2.7 Energy Department.
- 3 Tasks of the Ministry of Infrastructure
- 4 Homeland
  - 4.1 Homeland protection
  - 4.2 Environmental protection
  - 4.3 Raw materials
    - 4.3.1 Institute for Geosciences and Natural Resources.
    - 4.3.2 Agricultural land
  - 4.4 Urban development.
    - 4.4.1 Living.
    - 4.4.2 Home ownership rate
  - 4.5 Real Estate Directory.
    - 4.5.1 Real Estate Finder



- 4.5.2 Residential Community Finder
- 4.5.3 Municipal housing exchange
- 4.6 Leisure
  - 4.6.1 Public workshops
  - 4.6.2 Roofing
  - 4.6.3 Street parties.
  - 4.6.4 Recreational areas
  - 4.6.5 People's Restaurant
- 4.7 Building management
- 4.8 State Utilities.
- 4.9 Municipal Utilities Company
  - 4.9.1 Water supply
  - 4.9.2 Waste disposal
    - 4.9.2.1 Pricing in the cost of pollution
    - 4.9.2.2 Waste recycling plants
    - 4.9.2.3 Bulky waste
    - 4.9.2.4 Waste collection

## 5 Building

- 5.1 Building Office
- 5.2 Building Yard
- 5.3 Building specifications.
  - 5.3.1 Energy efficiency
  - 5.3.2 Urban redevelopment.
  - 5.3.3 Networks and transport routes
- 5.4 Building permits
- 5.5 Building inspection
- 5.6 Needs assessment.
  - 5.6.1 Citizens' building project
- 5.7 Infrastructure Directory

- 5.7.1 Assemblies
- 5.7.2 Material database
  - 5.7.2.1 Lending warehouse
- 5.8 Construction Team
  - 5.8.1 Workers
    - 5.8.1.1 Ministry of Education
    - 5.8.1.2 Ministry of Justice
    - 5.8.1.3 Free Market Economy.
    - 5.8.1.4 Social Market Economy
    - 5.8.1.5 Planned Economy
    - 5.8.1.6 Barter Economy
- 5.9 Mobile city
  - 5.9.1 Living.
  - 5.9.2 Business
  - 5.9.3 Construction Team variant.
- 5.10 Infrastructurators
- 5.11 Container construction
- 5.12 Building materials
- 5.13 Housebuilding programme
  - 5.13.1 Granting
  - 5.13.2 Site selection
    - 5.13.2.1 Demography in the building area
    - 5.13.2.2 Readiness of the local municipalities
    - 5.13.2.3 Selection by the future owners.
  - 5.13.3 Financing
  - 5.13.4 Sale
  - 5.13.5 Resale.
  - 5.13.6 End of the programme

## 6 Networks

## 6.1 Marketing

## 6.2 Underground networks

### 6.2.1 Electricity network

### 6.2.2 Fuel network

### 6.2.3 Data network

### 6.2.4 Sewage network

### 6.2.5 Drinking water network

### 6.2.6 Salt water network

### 6.2.7 Waste disposal network

## 7 Digital infrastructure

### 7.1 Frequency monitoring.

## 8 Traffic.

### 8.1 Transport law

### 8.2 Traffic law

### 8.3 Traffic Office

### 8.4 Environmental protection in transport

### 8.5 Digital mobility.

### 8.6 Transport Directory.

### 8.7 Road network

#### 8.7.1 Road traffic

#### 8.7.2 Vehicles

#### 8.7.3 Public transport

#### 8.7.4 Freight

#### 8.7.5 Highway.

#### 8.7.6 Financing of the road network

### 8.8 Rail network

#### 8.8.1 Local traffic

#### 8.8.2 Long-distance traffic.

#### 8.8.3 Maglev train.

- 8.8.4 Tunnel railway
  - 8.8.5 Financing of the rail network
- 8.9 Shipping network
  - 8.9.1 Waterways
  - 8.9.2 Shipping.
  - 8.9.3 Rivers
  - 8.9.4 Flood basin.
  - 8.9.5 Lakes
  - 8.9.6 Maritime shipping
- 8.10 Flight network.
  - 8.10.1 Airspace
  - 8.10.2 Space
    - 8.10.2.1 Space junk.

## 9 Energy

- 9.1 Security of supply
- 9.2 Economic efficiency
- 9.3 Environmental compatibility.
- 9.4 Energy consumption
- 9.5 Energy transition.
  - 9.5.1 Eternity Task
- 9.6 Energy Directory.
- 9.7 Energy supply
  - 9.7.1 Decentralised
    - 9.7.1.1 Biogas plant.
    - 9.7.1.2 River power plant
    - 9.7.1.3 Pumped-storage power stations
    - 9.7.1.4 Self-sufficiency buildings
      - 9.7.1.4.1 Order
      - 9.7.1.4.2 Installation

## 9.7.2 Centralised

9.7.2.1 Marine power plant.

9.7.2.2 Pumped-storage power plants

9.7.2.3 Solar power plant

9.7.2.4 Solar balloon

9.7.2.5 Sail power plant.

9.7.2.6 Wind power plant

## 9.8 Development of new power sources.

9.8.1 Tesla laboratory

9.8.2 Lightning power plant

## 10 Switching to the new system.

10.1 Emissions trading

10.2 Changeover in the construction industry.

10.2.1 Housing construction.

10.3 Switching to the new networks

10.4 Changeover in transport

10.5 Conversion of the old ministries

10.5.1 Federal Ministry of Transport and Digital Infrastructure

10.5.2 Federal Ministry for Economic Affairs and Energy

10.5.3 Federal Ministry of Food and Agriculture.

10.5.4 Federal Ministry of the Interior, for Building and the Homeland.

10.5.5 Bavarian State Ministry of the Interior, for Sport and Integration

10.5.6 Federal Ministry of Justice and Consumer Protection

10.5.7 Federal Ministry of Finance

Contact form

## **1 Goals of the Ministry of Infrastructure**

The Ministry of Infrastructure pursues the goals of environmentally friendly and fast mobility, home ownership rates above 90% and import independent energy supply from renewable energy sources.

Every citizen living inland should be free to choose whether to live in the city or in the country. The place of work should not be the decisive factor. Therefore, it is necessary to drastically increase the travel speed for commuters. This will be possible through the technologies of the Maglev above ground or underground and the flying car in the air, as both means of transport have a travelling speed of about 500km/h. People's Innovation Company<sup>3</sup> and industrial communities will be established,<sup>4</sup> which will produce infrastructure construction machines on the one hand and means of transport using this infrastructure on the other. At first, this technology is developed and marketed domestically. This will turn the country into a permanent showcase for new innovative products that can be bought here. The aim is to use the profits from international marketing to replace taxpayers' money. The Ministry of Infrastructure is making its contribution with the innovative transport of goods and persons by land, sea and air, even into outer space. The second contribution comes from the Construction Team building the factories for People's Innovation Company.

In the long term, every national should own his or her own home so that the Unconditional Basic Income<sup>5</sup> does not have to be spent on rent. To this end, the Ministry of Infrastructure is gradually increasing the number of houses with the help of the housebuilding programme. The Ministry of Infrastructure uses the Real Estate Directory<sup>6</sup> to

determine where these houses should be located. There, municipalities have the opportunity to expel residential building land. The citizens choose their locations. As soon as an economical and integrable number of houses is reached at a location, the Construction Team with infrastructurators arrives and builds the housing estate as if on an assembly line.

One goal of the Ministry of Infrastructure is to build industrial communities for the construction of infrastructure components and machinery. The components are used to prefabricate roads, tunnels, bridges, pipes and pipelines in individual parts according to a modular principle, deliver them and assemble them on site. Infrastructure machines are needed to assemble these puzzle pieces. These infrastructurators are a mobile multi-tool. All current construction machines can be placed on platforms here to have the right construction machines ready at any construction site at any time. There are infrastructurators for land, water and air.

The Ministry of Infrastructure's goal is to work towards making energy supply completely or almost free. On the one hand, this goal is achieved through energy self-sufficient houses. On the other hand, energy is generated for companies and conurbations from power plants that use only renewable energies and thus only incur maintenance costs. The goal is to use only renewable energies that do not cause any damage even when used over the long term.

---

3 Ministry of Innovation - 10 People's Innovation Company

4 Ministry of Innovation - 10.4.1 Industrial communities

5 Ministry of Finance - 6 Unconditional Basic Income

6 Ministry of Digital - 12 Directories