

Remarks concerning the 'Deutschland AG' / Automotive industry way of pushing forward revolutionary breakthrough concepts in the context of this years' nobel prize for Economy laureates' research field on wealth and the importance of trustful societal institutions and in that of one more COP with too little results

or

'Kaput vol.2'

At Space X, the team who programmed the control of starship raptor engines consisted of one person.

Similarly, the structure and market entry strategy for the most innovative and future-proof automotive and logistics concept did develop one person, me.

Unfortunately, the 'most, most influential actors' (citation of a person which warned me in 2021) who were 'inspired' by my work, did forget to mention my name and my EV concept which I claim to be way better-suited for our society's future in climate change environments, in fact, one could name it wellfoundedly 'Robotaxi 3.0' – designed in 2011!

In addition to that, I intended to discuss my proposals for some minor extensions but as I don't see anymore solutions after having tried for six years after the hijacking of my concept by VW, BMW and other actors, I prepared this document.

It is the best-documented case of massively failing institutions, of innovation hijacking by oligarchic structures formerly known (and better organized) as 'Deutschland AG', of ill-fated reformatting to the detriment of the best solution you will ever have the chance to read.

Besides my patent (Priority 2/2018, unveiled before a patent attorney in 2014) I got feedback confirming my suspicion by Herbert Diess (ex-CEO of VW), Stefan Piech (at that time No. 2 in Porsche/Piech dynasty), Stefan Krause (ex-CFO BMW, Deutsche Bank, COO Fisker, CEO B-ON) and by one person at diplomatic level, let alone dozens of tormented souls and more envious cowards triumphing in partly very high positions.

One sober-tormented said 'Don't even think of any institution that is going to help you, THEY just take it!'

The most unfortunate point is the fact, that from the very moment I presented my solution before the 'Business Angel' in 2018, I did not have any chance of at least discussing my variant let alone finding one single support for its advancement, I was completely isolated – in parallel 'Open innovation' in great incubators was propagated literally everywhere in Idyllic Germany. I had the impression that there was a thorough research on my family's financial and private situation and finally, the last months I received two times from persons linked to institutions advice that there are rumours I have psychological problems, better to stop posting my case – certainly not a threat, certainly not linked to German Auto or Politics!

The solution to be unveiled in the days/weeks to come -or, as one more U-Turn of VW in recent days seems possible, postponed contrary to many concrete announcements for end of this year-unveil of the VW ID2- will comprise a holistic approach to supply chains, fully digitized and automated, based on Physical Internet Association sketches and routable and reuseable Containers following fundamental work done by Modulushca, fulfilled by Austrian University of Technology in Graz. It'll be not only a vast step concerning systems efficiency but also offer a multitude of most innovative ways

of procuring people with food, purchased goods from wherever etc. and complete everyday's tasks, means save energy, time, money, enable real and comfortable intermodal traveling with public transport and offer an -almost...- level playing field for population in rural areas, crucial battleground of our democracy's future.

The Internet-like structure -a banality knowing that that structure originated from the Arpanet- results in most resilient supply chains in case of natural disasters and in those of conflicts.

In 2018, I unveiled in my patent a car enabling all these features and in addition to that a trunk that not only offers crowddelivery ability but also its use-case-specific adaption via modular, Tetris-like modules.

In a contact with a most-trusted Business Angel, recommended by the most-trusted institution 'Bayern innovativ' / Bavaria innovative and the University of my home town Bayreuth and connected to highest-ranking investors, I explained the potential of setting a European (and beyond) market standard for that at least two-sided application of that grid-like trunk and it's procedural abilities at realizing a Physical Internet with the forementioned innovative applications.

Crucial point I proposed was a timely coordinated, broad entry-into-market with a variety of different vehicles to ideally set a market standard, vehicles ranging from cargo-bikes to trucks and including buses and trains - in which the system can easily be integrated in existing material running. My configuration proposals of the network nodes, the transshipment stations wasn't unveiled but mentioned to be of greatest importance.

Besides the most amazing business case for the system owner it also offers a possibility of controlling traffic via the vehicles over-all efficiency (e.g. co-transport cars loaded with two containers are free, ones without it pay) which finally can also serve as market entry barrier, a feature most probably quite welcome to European OEMs under pressure by Chinese brands' vehicles.

This plan will now be -coincidentally- realized by actors like Volkswagen/MOIA/RIVIAN, BMW and a great variety of other OEMs, car manufacturers, bus operators (Flix – Porsche just bought some stakes...), train companies and strategically positioned manufacturers of the reuseable containers – or better the one manufacturer IFCO, owned by Triton (German-Swedish Private-Equity firm) and ADIA (Abu Dhabi Investment Authority). I'd suppose that the intended takeover of German Polymer giant Covestro by ADNOC (Abu Dhabi National Oil Company) isn't related to that constellation, an agreement to use these reuseable containers as infinite oil sink hardly imaginable.

All that assisted by German conservative, liberal, social-democrat and -remarkably, a sort of 'pragmatic turn'-like change of mind- green politics and COUNTLESS other failing institutions in Saxony, Bavaria and on federal level, all of them being completely aware that 'there exists one moaning, little type who claims with a 'lacy' patent that he invented it years before that genius car engineers' solution'. The harder part for me was the fact that especially the 'climate-engaged' don't care one thing about the fact that I was robbed or that my solution would bring a far better footprint – why? More convenient!

Besides features of my car not unveiled yet the actors decided to intentionally lower systems efficiency by splitting my lightweight, integrated solution into different archetypical car models, roughly speaking one for crowddelivery and one reserved for drop-off capability. The envisaged, co-ordinated market entry will be 2026. My solution was intended to be 'the last car', together with shuttles and trucks equipped with the system a sufficient solution and in world's state of climate problems also the best one.

I bet on following models by VW and BMW to be unveiled and to enter market at first:

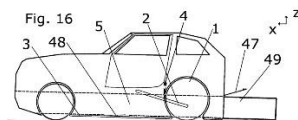
- The ID2 / ID2all and its Spanish and Czech counterparts produced in Volkswagen’s Spanish plants
- (Sub-compact) SUV’s by Volkswagen and BMW with its Neue Klasse (iX3 and iX1)
- The BMW i2 ‘surprisingly’ not entering market in 2028 but 2026 and more ‘surprisingly’ also produced in Spain, I’d guess in the same plant as Volkswagen – together with the i1 also the only ‘Neue Klasse’-Modell with FWD

An impression of how well my concept sketch for the automated unloading process and ID2’s ‘Kartoffelkeller’-Location fits and why the costly RWD - FWD – switch was done (why BMW i1 and i2 have FWD):

VW ID2 - cheapest car - most expensive switch RWD - FWD



Patent sketch of the automated unloading process right out of the location where VW foresees its ‘Kartoffelkeller’



First ‘unveil’ of the most ergonomic ‘Kartoffelkeller’



Second iteration from a ‘leaked’ Video on X  
The future separation already visible



The supposedly ‘drop-off-only’ model should be able to receive parcels and/or container, I propose this view of the ‘to-be-launched 2026’ BMW iX3, the highlighted part to be opening:



## Problems arising with the hijacking of my concept

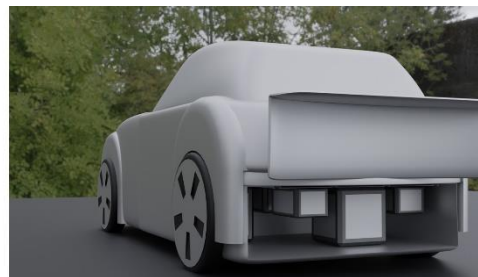
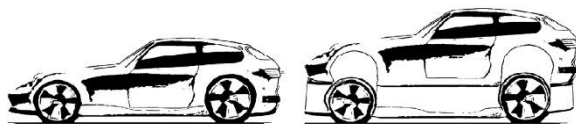
I followed at the same time the evolution of climate change discussion and prognostics for over 30 years and, from around 2000 on, was not too convinced that the shift towards sustainable energy and living standards is still feasible in the timeframe mandatory to avoid grave consequences. Having studied Economic Engineering and aside spent some time thinking about how German and other European societies work and fail and how especially populist movements continue to have successes of great importance. As I am in favor of some 'old european'-fashioned values of moderation and quite equal societies -not primarily via reallocation but via investment in education and a bit more moderate remuneration, I vised to propose a market design that fosters these targets, for sustainability reasons and for those of how earnings out of 'the system' are reallocated.

At the beginning, I was well aware of German Auto's power but had the idea that institutions like incubators, innovation-propagating politicians will at least protect one who risks a lot with a quite weak background concerning private wealth and open a space to discuss the best solution.

Not only one nightmare occurred but the situation of Germany, its Auto manufacturers and the political landscape continued like having the best will to write a more bombastic sequel of Wolfgang Münchau's recently published book 'Kaput' with some major threats like bigger military conflicts in the unintentional making.

In this situation of greatest pressure, it is almost impossible to find people to discuss with cool heads and sufficient expertise the points I'd criticize, in addition to that, it seems literally impossible to change those actors' minds, actors from mechanistic car industry, actors in politics which are 'partly' not able to judge one field, be it economics, automotive industry, defence, earth system and climate sciences and a honest and relentless analysis about the structures the world needs in 20 years, let alone these fields interrelated and dynamic.

## **BaierrootBe'an - The Original PEAR**



My EV concept intentionally was designed as it is for good reasons, one of them was the insight that at the least VW will have some problems developing an integrated OS.

For me it was quite clear that the more complex ADAS and the will to drive autonomously requests such a well-integrating operating system. Given that as a matter of fact, I married an Aptera-weightclass sketch with an insane 'Vorsprung-durch-Technik' configuration which would never be driveable securely without that OS.

Just these days, VW decided to end its CARIAD attempts and focus to 100% on the abilities of US-based startup Rivian and for the Chinese market on those of XPeng.

If some politician or another (or both) decides to have some fun torturing Germany causing troubles in that most critical part of tomorrows mobility, we are ...

So just for that reason alone, I'd propose work on a GENUINE European OS for complex moving vehicles.

The fact that the structure of the physical internet-like network and its nodes are at once designed by people not knowing my approach, fixing that infrastructure for the next 30 years and this in my

opinion not controlled by capable governmental institutions is mind-blowing, at the time concerning the question to which extent the structure should be privately held / manufactured - a most plausible matter to discuss in the parliament – and concerning the question whether these structures are future-proof technically-, climate-change speaking- and military-conflict-wise!

Let alone a transparent discussion about the reallocation of its earnings which I favoured to result in steady local incomes, at communal level!

As mentioned, I tried to get in contact with people involved in that hijacking, did a research quite a lot of people of very high level were stunned about but wasn't granted the grace to at least exchange my proposals, as my mother wasn't granted mercy either.

That one advisor at diplomatic level which I miraculously got introduced to tried his best to convince those to whom he had direct contact, but, as he said, I was fortunate and unfortunate at the same time to developing a concept that directly entered a sphere where moral issues are not considered. Through an excellent patent attorney in Dresden who worked several years for Munich's best IP consultancy I was offered the possibility of getting my patent proposed directly before BMW-owner families' most important advisor, Hartmut Beyer, apparently, he was quite interested but ... went away with the copy.

I sent several open letters to CDU/CSU-steering committees, once Carsten Linnemann's assistant called me, but apparently just for fun, the general secretary of CDU of lower saxony sent me a letter openly mocking me and recommending just to sue Volkswagen in my case.

So the 'population' of actors that never risked anything in life and to a quite large part didn't perform the duties prescribed by their posts jointly celebrates that case.

So excuse me for sending that fabrication in that quite crude state, I tried to give an impression on how some things are 'organized' in Germany and always had as ideal a well-balanced, moderate society, tried to confront dire developments with a holistic approach with some background outside of pure management thinking but at the moment, I don't think I'll convince the 'reigning sovereignties', but will still try for some time!

The annex documents tell the most important events during my ride through Saxon and Bavarian institutions, generally speaking, for every other startup the chances are better but when approaching people and mentioning a concept for a car the excitement is very, very limited!

Best regards,

Stefan Zeuner

P.S.: different posts on my linkedin-page show my efforts to document and communicate [linkedin.com/in/stefan-zeuner-71332b3b](https://www.linkedin.com/in/stefan-zeuner-71332b3b)

ON ME:

I am a well-moderate European patriot who -after being aware of 'our little climate problem' since 1989, my father advised me an article of Rheinischer Merkur with title 'Close the CO2-tap' (Hahn zu für CO2)- decided in **2011**, to just give it a try to help change the world and approach Germany's most sensitive field, mobility and the challenge to work out a concept for an electric car responding to climate-related demands, mandatory business case and by the way solving as many problems induced by a multitude of German / European strategic failures, from BigTech's absolute control of not only ecommerce market to raw materials and battery shortage. Plus vise to remove nutrients for populist / right wing movements as I lived in Dresden / Saxony and saw that as a BIG problem for decades.

Finally, I intentionally chose subsystems most difficult to realize aspiring for 'Vorsprung durch Technik' and future market valuation.

Starting point in 2011 was to include a viable implementation of crowd delivery which resulted in a grid-like trunk, an automated unloading feature and the insight that -that'll be a quite huge thing to realize- there is the need for transshipment stations as an infrastructure element for the future.

## **Saxony**

2012 Lightweight Construction Symposium of the Institute for Lightweight Construction and Plastic Technology, PTV GmbH (Company active in traffic, mobility, logistics field, now owned by Porsche and Bridgpoint) staff on-site and approached  
In mocking disbelief: 'A light, battery-fueled electric car?' – My comment: I was toooooo early.

2014 Approached an assistant of Prof. Stopka, chair of 'Communication economics' at the conference 'Mobility and Communication' – How is the web revolutionizing individual mobility?', asked orally and then once more in writing via email, whether I could ask for discussion on my car concept related to the conference's main topic. Utterly no interest, the chair (as far as I know) had a BMW i3 test vehicle.  
An electric car concept related to the conference topic? Nope!

In may of that year, presentation of the concept at the Patent Information Center (PIZ) Dresden. The highly experienced patent attorney, who assessed the idea as excellent and absolutely patentable, advised me to be cautious not only with OEMs but especially with politicians and professors. He had witnessed several cases where the 'supervising' professor suddenly appeared as the actual innovator, not to mention the interest from politics!

2016 June 16th: 'Innovation Workshop on Efficient Mobility' at the SAB – Saxon Development Bank – Promotional Bank.

Tobias Voigt from the Central German Investment Company Saxony MBG stands up in front of the participants and says: "Anyone who has an idea or is working on an innovation, please come to us, we currently have millions in unclaimed funds."

Email response 12/2018: At first glance, an interesting concept, please send more documentation. Is there a prototype? When will it be a marketable product and reach break-even? In my inquiry, I had included the note that the student design agency 'August' evidently did not understand the concept, and therefore, the result is not presentable at all, at the time of the exchange, I had the 'Gebrauchsmuster', some 2D-sketches and was asked to calculate break-even for a car.

2017 Commissioning of the student design consultancy 'August' in Dresden and information flow to the Chair of Technical Design at TU Dresden:

Since a 3D representation of my price expectations (€1000–1500) was absolutely not feasible, I commissioned a 2D representation of my concept with loading and unloading scenarios in April of that year. A three-person team achieved an attractive result for the car itself in two out of three versions, unfortunately not within the desired timeframe – I wanted to present it at a fair in September WITH scenarios.

Biggest emphasis was placed on professional work, including an NDA. However, the cargo area and the possibility for automatic unloading of reusable containers were apparently not understood, and I was advised to design it for wheelchairs instead...

Most importantly, in addition to missing my deadline and the less-than-ideal experience, I was even more surprised and perplexed six months later when I learned that my concept was apparently being discussed in a larger group at the Chair of Technical Design, where future Daimler and VW designers were studying. In my opinion, that was a pretty big fail.

When I inquired at the Chair with an assistant of Prof. Krzywinski, I was assured that the contents of my concept would definitely not be used further and that I had no reason to worry! Well, not everything can go according to plan, right! Prof. Krzywinski is now participating at the SML (Smart Mobility Lab) in Dresden and near Hoyerswerda which is working on future mobility and logistics solutions including intermodal ones – steered by CDU government as regional development activity – most welcome, but at least partly building on my work done a decade before and participating on 'Deutschland AG'-scale robbery of it

Jan Hippold – Prof. Thomas Popp – Government of Saxony from Tillich to Kretschmer

As part of the format introduced by Prime Minister Stanislaw Tillich, "Startups ask, the Prime Minister answers" / Founders' Breakfast, I was introduced to the trustworthy Mr. Jan Hippold by Stanislaw Tillich on March 30, 2017, who was supposed to help me with my case.

To summarize, at least five personal promises made face-to-face to discuss my concept with me turned out to be empty promises, and it became clear that no help was intended to be offered.

At the second meeting of the mentioned format, at the Saxon State Chancellery, this time under Prime Minister Kretschmer (who was not present, as he was in Chemnitz), Mr. Hippold impressed with his nimble footwork when he spotted me; he was almost immediately around the corner.

Therefore, I approached Prof. Thomas Popp on the matter and mentioned the unfruitful contact with Mr. Hippold. After receiving my business card, in which I pointed out the innovation and digitized management of goods (which he apparently understood, as he was already the CIO and IT Commissioner at the time), Mr. Popp promised to get back to me.

Mr. Popp, now responsible for digital administration, never responded to my multiple, very polite emails, let alone took any active steps to reach out to me.

Mr. Popp is a native of Franconia (Region in the north of Bavaria) from Schweinfurt, so *technically* a fellow countryman – though, of course, unlike me, he has been secure in his career since he entered the public sector in 1992...

Jan Hippold, a trained civil engineer, left the Saxon State Parliament in 2024 and joined WP Holding in Zwickau as a *Senior Partnership Manager*. This holding company belongs to a well-established logistics professional, whose portfolio includes everything from vehicle fleets to

logistics real estate.

Ionesco would write a piece with the words: What a coincidence!

At a campaign event before the 2024 state elections, I once more spoke to Mr. Tillich about the matter. He chuckled and told me he had no idea what 'Jan' was currently doing, and the promised response... (At that same event, Bavarian Ministerpräsident Söder and federal CDU-chairman Merz were approached!)

2020 Deutsche Bank – Stefan Richter, contacted on recommendation (very well-networked and open to innovations), with the request for an evaluation of the PCT patent by a specialized department of Deutsche Bank, which was confirmed. Four weeks later, after following up, I was informed (by phone, what a coincidence!) that the patent had been reviewed by the relevant department but unfortunately was deemed to have no particular value.

Since I had a very mixed impression from the phone call, I independently contacted the responsible department at Deutsche Bank in Ludwigsburg, the only one handling automotive-related evaluations, to clarify the situation.

The result: no one from Dresden had come forward with this patent!

I was therefore blatantly and grossly lied to by Mr. Richter!

The patent evaluation of this most valued and noble department was very good, but it was deemed complex to realize. I was told that Deutsche Bank's corporate policy is to only support established companies. Even if the patent were worth seven figures, I would not receive a €5000 loan.

2022 TUCLab – Chemnitz University of Technology Incubator

After presenting my concept at the Founder's Fair in Dresden in 2022, I was approached by TUCLab and encouraged to apply for participation in their incubator. Both the innovative nature of the concept, its maturity concerning integration of crowd delivery and use-case-specific adaption and the fact that I had developed a highly-rated international patent entirely without any support were recognized and much appreciated.

Very unexpectedly, this assessment was not shared by the overall jury, which included representatives from the Saxon Development Bank, leading SMEs, and various technology centers, the head of TUCLab most tortured!

My application was rejected – and I am still waiting for an explanation!

To be mentioned in this matter the link of TU Chemnitz with 'potential' actors on my case: the head of 'Neue Klasse'-Programme of BMW, Dr. Mike Reichelt studied there and the Secretary-General of CDU, Dr. Carsten Linnemann, did his dissertation at the chair of macroeconomics – before leaving for Deutsche Bank...

I contacted Prof. Schefczyk, Chair of Entrepreneurship and Innovation at TU Dresden, for advice in this tricky situation. My primary concern was to explore how to assess the niche positioning of my electric car concept and, based on that, potentially approach the 'leading players' through diplomatic channels.

His brief and to-the-point response: regret and a request not to contact him further.

The concept innovation, which unquestionably offers the best and most outstanding solutions in the fields of automotive and logistics digitization over the past decades, developed at the 'Excellence University, Technische Universität Dresden,' where I completed my degree as a Wirtschaftsingenieur with distinction – yet no help or even solidarity...



2023 At an event organized by SAENA (Saxonian Energy Agency) and the state of Saxony called 'Industriedialog – Neue Mobilität Sachsen' (Dialogue with and within industry on new mobility) I approached several of the prominent participants, among them SPD State of Saxony Minister of Economics, Martin Dulig. He immediately knew the case and was more immediately quite in a hurry to get away. The CEO of ACOD (Automotive Cluster East Germany) well understood the case...

## **Bavaria**

2016 Bavaria Innovative agency – Contact made through "Mobilität Querdenken" (Mobility Rethinking), with plans to present the project the following year, due to the problems with student designers in Dresden not possible

Following further advice, I made contact with "Erfindercheck" in Nuremberg (no help possible without Prototype) and conducted a patent search at Patentzentrum Bayern – Hof (Institution being part of Bavaria Innovative agency), feedback very positive

2018 Sending updates on the registered patent (Gebrauchsmuster at this point) to my contact at Bavaria Innovative agency

In August, through mediation by the University of Bayreuth / the Institute for Entrepreneurship linked to Bayern innovativ, I was introduced to a well-networked business angel in Munich, named Michael Löhr. He comes from that same region and since then changed his residence back to Franconia.

*To be mentioned:*

*- - - In a phone call in 2022, the Business Angel 'expressed his wish' that he and his most valuable contact in Munich, Mr. Markus Bodenmeier, relevant entrepreneur in Munich with best ties to Private Equity-level actors, are keen on noting that they are -I cite from that call- 'honorable businessmen', so do !! - - -*

I presented my car concept, the Gebrauchsmuster and my thoughts on 'thinking it big', at European level, setting a market standard with it, infinite business model, digitization of logistics in November, it was a Tuesday.

Mr. Löhr, experienced with a Last Mile startup named 'TiramoZoo' and completely aware of the multitude of problems linked with that matter, FULLY understood my complete argumentation, ranging from the utter need for a unified and reuseable container system to my concept aiming at a European solution (Apia in old Greece = Land of the Pears; my brand core being the Be'an, Bavarian for Pear) for setting a market standard.

He -educated as mechanical engineer- examined my thoughts on how to realize the car, the containers for over an hour and was COMPLETELY stunned that I was able to answer every question well-foundedly.

As he was overwhelmed by the scale of my concrete proposals and by the fact that I awaited the sweet spot for market maturity ('Just this point is adorable!'), he left the room for a short phone call... Returning back, he started to play the 'that's of medium/moderate interest for me but we can talk about it after all'-game. I directly told him that I understood his reaction at first

and that I was happy to meet somebody who finally (after seven years!) understood it, 'so let's not play that game and get into realizing it'.

So he asked me about my requests, how he could help, what I thought of next steps.

As one patent is not merely sufficient, I underlined the urgent need of fundings for several other patents on the car, on different process steps.

I then discussed the equally urgent need for fundings for a well-experienced designer who I got to know some weeks before (and who still sent me a LOI last year!) to be able to approach experienced engineers.

All of my proposals related were affirmed to be adequate and properly reflected and I was told that 'I am sure, my most valuable business partner in pre-seed funding, Mr. Markus Bodenmeier, can help you with that!', a partner which he intended to meet two days later.

Surprisingly, I didn't get the help promised, instead, at the very end of that week, I received a search report by LinkedIn with an IP firm called 'Choice IP' (Flushing, N.Y., now merged to Azami global) listed as entity that searched for my profile.

Nobody except from my family and the business angel knew about me filing a patent.

A patent attorney from patent information centre (PIZ) Dresden I asked on the case just said: 'Choice I.P.? I know a bunch of engineers who would sacrifice one leg for being searched after by that company, they are experts in 'delicate work-arounds' for highly valued innovations.'

So I thought that 'they' just need some time to examine how to enlarge their piece of the cake and tried to stay calm.

2019 In February I got to know that my Business Angel participated at MOVE – the #1 tech mobility event in London and was quite stunned that I wasn't invited to participate with him...

In the months to come I was offered to co-found my startup with the -well experienced- business angel, problems arose as he being a fuel-cell-addict denied to note a battery-based-approach in the foundation charter ('Technologieoffenheit') and as my role was at max secondary.

Autumn 2019 he all of a sudden started an eulogy about my genius idea of the trunk being foldable, 'this is of great importance in terms of aerodynamic efficiency'.

Thankfully, my allegation that 'they' finally decided to focus on unfoldable solutions and classified me as idiot to be told fairytales, was unfounded as Mr. Löhr and Mr. Bodenmeier were and are 'honorable businessmen'. All my sorrows for nothing...

2020 In January I received a warning from my trusted contact at Bavaria Innovative who had heard in Munich ('very, very influential circles') that something was going to be announced soon that sounded very similar to my concept, both in terms of brand name and idea... I should organize a publication with range immediately.

February, a very well connected (in Bavaria and Austria, by chance coinciding with BMW and Porsche family regions) designer named Henrik Fisker announced a revolutionary EV named PEAR -accidentally occupying my brand core in the USA which I filed the year before in Germany- which he apparently wasn't able at all to sketch nor to explain what the major breakthrough was about...

In May I called the executive board of Bavaria Innovative asking for help and -apparently well informed about my case before me telling details- was openly mocked: "Why don't you go to Saxony!" Quite unusual to deny innovators at an agency whose genuine task is to attract these and incentivize them to come to Bavaria...

Some more weeks later, after I mentioned the case with Bavaria innovative involved in my LinkedIn posts, I was called by my very trustworthy (no sarcasm) contact asking for stopping to mention the agency as she ran into having problems connected with that.

2022 In June I participated at MOVE London, the #1 tech mobility event in London, to try to make some contacts and -most importantly- to meet a person my research -on actors involved in realizing not only the PEAR but the Physical Internet part of it- suggested to be taking part in the case.

Keynote speech by Stefan Krause (at the time with B-ON, a Luxembourg-based holding company that acquired DHL's Streetscooter, at that specific time, his short stay at Fisker Inc. before as COO lacked in his biography...). He suddenly began asking if anyone had ever thought about how the trunk of cars is unused 90% of the time... It's nice that a truck guy is thinking about such things...

After the panel discussion, I approached him with my brand-new business card, specially designed for him with the signature phrase "BaierRootBe'an – THE Original PEAR," and politely asked if, since he had worked at Fisker, he might be able to facilitate something. He almost fell over, promised to look into it, and see what he could do.

After connecting on LinkedIn, he apparently asked somebody for my case but after three exchanges, he told me, "Just send everything you've got, and we'll see what we can do..." The connection was disconnected when I replied 'You will confirm that I cannot do that given that my main innovation wasn't rewarded either!'

In August, among quite some most interesting mobility concepts tested in urban Munich, great squads of students and institutions all of them, I learned of an offer for Munich residents to send parcels for free within the city centre area with a trailer-equipped rickshaw, a sort of Crowddelivery test case. So I contacted at the time the assistant responsible for that concrete project (and sent my patent with it to ask whether an exchange would be possible) and the chairholder of the responsible chair at Munich University of Technology, Prof. Klaus Bogenberger, resp. his secretary. She replied that I'll certainly get an answer as I have a granted patent fitting perfectly and as I propose an exchange...

Have a guess whether I received an answer!

In September I participated at 'Bits n Pretzels' Munich where I intentionally chose as one table captain at the closing event for exchange with experienced professionals at Oktoberfest Mr. Stefan Piech, at that time #2 of Porsche/Piech dynasty and designated successor of Wolfgang Porsche. At the introduction of each participant of that table I mentioned the buzzwords 'efficiency', 'digitization', 'LastMile' to describe the key points of my innovative car concept which evoked greatest interest, without any doubt! In round two I mentioned the name 'Fisker' which changed his expression quite drastically. Some minutes later, he received 'a call' and had to leave, coincidentally. Some months later, he resigned at Porsche/Piech family, media stated 'most surprisingly'.

At this very event I met several very prominent individuals tied to Munich -Quandt-funded-incubator UnternehmerTUM or elevated VC-agents tied to flixbus and other major mobility startups which ALL 'jumped into the non-existing hedge in panic' when they realized to whom they are talking, one even blocking me at LinkedIn without any reasonable event occurring.

2023 In January I was -unintentionally, information management, this important!- invited to an exclusive networking event with Mr. Herbert Diess, at this time ex-CEO of Volkswagen AG, at UnternehmerTUM / Urban co-Lab Munich. As he realized who I was after my 'well-experienced' first two phrases building a bridge via Fisker Inc. (Fisker was Designer at BMW at

the time Diess worked there) he told me that he really has no idea what Fisker does at the moment. As I continued with my following noble hints that I am not totally convinced by that phrase as VW builds the ID2 in a completely overworked version (RWD to FWD ...) which I suppose to be the one vehicle for crowd delivery and that Fisker PEAR is supposed to present the drop-off archetype, he seemed touched for some tenths of a second and added: 'I am very sorry, automotive industry is cruel – I cannot talk to you as my contract is still running until 2025'

I replied: 'I know, I explained to my Business Angel in 2018 that the system has the potential for setting a market standard when entry-into-market is realized broadly and timely coordinated and so my best guess is that VW and the other players will have fixed 2025 for it.'

I am very sure that Herbert Diess didn't show a face with a similar expression of complete disbelief in his professional life before, apparently that part of the story, that it was me who worked out the entry-into-market and setting-a-standard-proposals, was -once more- forgotten to mention by the ones who procured him some additional information about my concept.

2024 In January, as I knew that my mother is tortured by sorrow about her dumb-idealistic son and kept deteriorating healthwise, I sent a message containing a beg for mercy to Herbert Diess as I feared her death. Not claiming that Mr. Diess is the one to decide I just state that mercy wasn't granted. My mother died four weeks later after suffering a heart attack days before.

The day my mother died, a public lecture about local food supply organized by University of Bayreuth was announced for the following week. As I knew that a chair for "short local food supply chains" was established in 2020 and that the appointed professor Fikar from Austria just began publishing on the topic of "Crowd Delivery" in 2022, I took that as sign and participated, equipped with a leaflet documenting my concept and case. The professor realized why that chair was founded, he didn't know before...

On the day of my mother's birthday, during Wagner Festspiele season, I strolled through the city of Bayreuth and by chance saw Munich governmental Audis standing around, they belonged to Joachim Herrmann, the Minister for Interior / home affairs who also is of Franconian descent, next to Nuremberg. I approached him with that same, noble procedure and, as always, he was quite stunned about me being in Bayreuth at this very event and was oriented about the case.

I once more begged for a solution in short term which he promised. My E-Mail had to be sent at a certain time the following day and ... .. the reply took five weeks, document name marked '3<sup>rd</sup> review' and once more was shameful. My story was recalled and brazenly concluded that 'apparently, you had the right thoughts which is proved by the fact that some of our great Bavarian universities favour the same direction'.

'As you already had contact with Bavaria Innovative we forward your message to our well-trusted Minister for Economic Affairs, Hubert Aiwanger'

Some more four weeks later, I got a similar letter from this Ministry.

## **Federal Level**

### **German Sustainability Award Design 2020**

Starting in May, preliminary discussions were held about the procedure, followed by my application for the German Sustainability Award Design in the category "Vision". I received very positive feedback from the advising designer, who understood the scale of the innovation. However, shortly after, there

was an “unusually” quick rejection. Even more unusually, I never received any concrete reasons for this decision. It was merely stated that the concept was not yet production-ready – a very, very bizarre justification for a vision...

The award for the car design in the category ‘Vision’ was -there’s proof of German humour- given to the brazen copy of the good remake of BMW Isetta, Microlino, which was then baptized Karolino!



Subsequently, I attempted to contact the relevant juror, Prof. Paolo Tumminelli from the Köln School of Design, a recognized expert in vehicle concepts. His secretary said that he would always welcome external ideas and would surely get back to me. After the third follow-up, the poor woman had to apologize and inform me, as is customary in these situations (with messages from the assistant to Joschka Fischer, the secretary of Prof. Bogenberger, the assistant to the director of TU Dresden, etc.), that this was indeed unusual, and I should try elsewhere...

It’s bizarre that THE expert in vehicle concepts, who also has extensive contacts with BMW, shows no interest in engaging in a conversation!

A juror for another field of German Sustainability Award which is well-known for her expertise in transformational economics towards a sustainable society, Prof. Maja Göpel, was then contacted by me to ask for help, at least for getting some sort of publication. I openly mentioned the problem and added that my EV concept is exactly what she lamented about as Tesla was about to unveil its CyberTruck, THE most efficient, lightweight and well-moderate solution which still encourages more use of public transport.

No, nothing, nada.

## **Orrick**

Directly after the NDA with my “Business Angel” expired in 2019, a GmbH was founded in Munich in the style of a SPAC/shell company, registered by the law firm Orrick, Herrington & Sutcliffe (hereafter “Orrick”) as the European headquarters of Fisker Inc.

This company explicitly focuses on venture capital and private equity, including collaborations with BMW iVentures, Lillium, etc. – “Orrick is very tech, they also understand the technology.”

In response, I deliberately made several attempts to contact the responsible parties for dispute resolution in Düsseldorf, most recently in December 2023 when I had a phone conversation with Dr. Nicholas Kessler, to whom I sent my patent as requested – and, of course, received no response.

It is worth mentioning in this context that Orrick represented the Federal Republic of Germany, the Ministry of Transport, and Mr. Andreas Scheuer in the dispute resolution related to claims concerning the “Pkw-Maut” (motorway toll) case. For example, they also advised BMW and other OEMs on BlackRock’s involvement in the IONITY charging joint venture, so it can be reasonably assumed that they have a clear overview of how my concept might be integrated into larger contexts.

