

The Transrapid in Munich

Faster to the Airport by Train



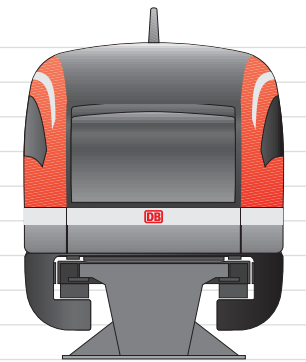
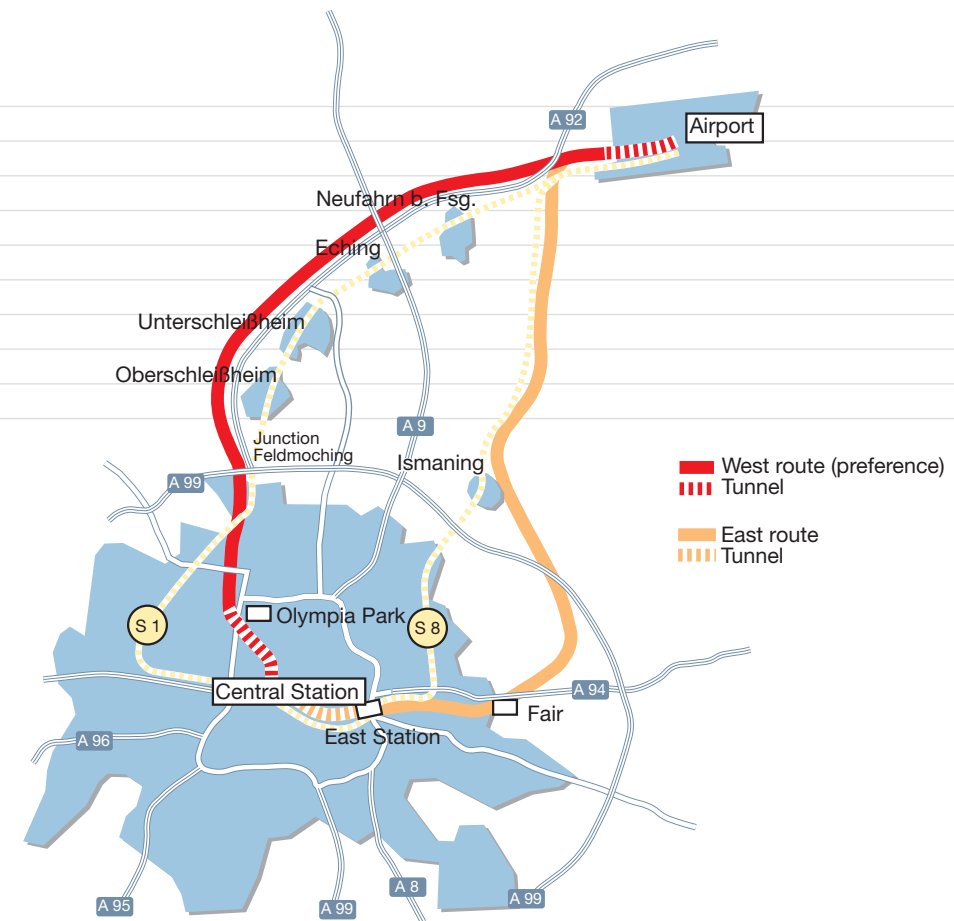
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Today, the light rail line takes 45 minutes to cover the distance from downtown Munich to the “Franz-Josef Strauß” Airport. The Transrapid maglev system will reduce trip times on the 37 kilometers (23 miles) to just ten minutes, traveling at a maximum speed of 350 km/h (218 mph). Every year, around 7.86 million passengers will be transported between the city and the airport. The fast point-to-point connection will start service in 2006 or later.

An Environmentally Friendly Airport Shuttle

The results of the feasibility study show that the Transrapid route is almost completely collocated with the highway and does not touch any nature reserves. The trip time reduction will result in passengers using the environ-

mentally friendly, fast, and low-noise Transrapid instead of their cars. Check-in possibilities including baggage at the Munich central train station will be an additional attractive feature.



The Airport – Central Station Route

Route length	36.8 km / 22.9 miles
Double track	36.8 km / 22.9 miles
Portion collocated	21 km / 13 miles
With railroad	0.6 km / 0.4 miles
With federal highways	20.4 km / 12.7 miles
Track length *	37.77 km / 23.47 miles
Elevated	12.72 km / 7.91 miles
At grade	16.99 km / 10.56 miles
In tunnels	8.06 km / 5.01 miles

* Length including support facilities



The Project in Figures

Number of trains	5
Sections / train	3
Transport capacity per train	320
Seats	148
Number of stations	2
Ridership volume	7.86 million passengers/year
Speed (average speed)	350 km/h / 218 mph (220 km/h / 137 mph)
Trip time	10 minutes
Train schedule	every 10 minutes



Transrapid – a Joint Project of Siemens, ThyssenKrupp and Transrapid International.



SIEMENS

With the Transportation Systems (TS) division, Siemens is one of the leading partners to the international railway industry. As single source supplier and system integrator, TS combines comprehensive know-how in its fields of competence Automation & Power, Rolling Stock, Turnkey Systems and Integrated Services – from operation control systems to traction power supplies to rolling stock for mass transit, regional and mainline services. Forward-looking service concepts and extensive experience in project management complement the portfolio. Components supplied for the Transrapid: propulsion system, power supply, operation control system, communication systems and conductor rails.

ThyssenKrupp

ThyssenKrupp has decades of experience with locomotive and wagon building and played a significant role in the successful development of the ICE. Based on the know-how acquired, ThyssenKrupp realized the necessity to overcome the technical and commercial limitations of the wheel-on-rail technology. With the proof of function of the longstator magnetic levitation technology and the leadership in the development of the system, ThyssenKrupp laid the foundation for the Transrapid system which is now being implemented. Components supplied for the Transrapid: vehicles, propulsion components and guideway equipment.



To complete the partnership for the Transrapid system, Siemens and ThyssenKrupp have established Transrapid International as a joint company for systems engineering, system integration, marketing, and maintenance support.

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