

Press Announcement: Release of Planning Documents for Munich Transrapid Project Public Hearings.

Message from Transrapid Berlin public affairs office:

Ladies and Gentlemen, the plan statement procedure for the magnet rapid-transit railway in Munich is progressing. With the today's dispatch of the documents at the municipalities and carriers of public interests the hearing procedure is introduced. Enclosed is the press information with photos. The photos are free for the casting in the printed media. For further inquiries we are available gladly.

Deutsche Bahn Press announcement:

Presse-Information

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Munich planning documents handed over to municipalities Magnet rapid-transit railway main station - airport: Hearing procedure is thereby introduced

(Munich, 30 March 2006) With delivery of the planning documents at the municipalities and groups of interests affected by the project, the hearing procedure is now introduced for the project magnet rapid-transit railway Munich main station - airport. The plans are laid out between 27 April and 26 May 2006 at the same time in ten municipalities along the route publicly to the inspection. The execution of the hearing procedure is incumbent on the government of Upper Bavaria; authorizing agency for the project is the railway Federal Office. The railways magnetic cushion train will accompany this legal procedure material and constructional and will take part actively in the dialogue in the public.

Altogether over 5400 binders were sent to municipalities, authorities, enterprises, groups of interests and federations. These have a total weight of more than 14 metric tons [15.4 U.S. tons], fill approximately 40 cubic meters [30 cubic yards] and lined up together a distance of 440 meters [0.3 mile]. A complete sentence for all five planning sections covers 39 binders. However 45 file-boxes (each with nine binders) went to the state capital Munich (see picture, next page). The remaining municipalities along the magnetic cushion train route have ever between three and twelve file-boxes received. Managing director Dr. Johannes wedge: "with the delivery of the planning documents we did an important step for the realization of this important project. We are confident that we receive next yearly green light for the building of the distance to center. We made our homework."

The five plan statement sections (PFA) subdivide themselves as follows: State capital Munich (PFA 11), Oberschleissheim/Unterschleissheim/Haimhausen (PFA 21), Eching/Neufahrn (PFA 22), Isaraue (PFA 31) as well as airport Munich (PFA 32).

The planned 37.4 kilometers-long magnet rapid-transit railway connection runs underground of the resident of Munich main station first in western direction, at height



of the Donnersberger bridge, then in northern direction under the Landshuter avenue. Across the left open plants of the former rapid-transit railway station Olympic park the route leads before Feldmoching into the second tunnel within of the City. It underruns the motorway interchange Feldmoching and follows afterwards aboveground the airport motorway A92 in the airport area. Here the terminal 1 under-drive and finally reached the last stop under the Munich air haven center (MAC). The travel time from main station to airport amounts to ten minutes. (See map below.)

Starting from October 2006 the project in the context of discussion dates in the respective plan statement sections one negotiates. After a locking statement of the government of Upper Bavaria toward end of the yearly the railway Federal Office presumably issues the plan statement resolution to center 2007. Carrier, owner and operator of the project of the planned magnet rapid-transit railway is the railways magnetic cushion train GmbH, a 100% daughter of the German course AG.

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