SHANGHAI_ ".. If approved in its present form, the maglev project would comprise six new stations and go from its Metro terminus to the World Expo site along the Huangpu River and from there to the Shanghai South Railway Station. At that point it would branch, with one link heading to Shanghai Hongqiao Airport and the other to Hangzhou. .. The lawmaker said the new link would cost 175 million yuan per kilometer, compared with some 300 million yuan per kilometer for the present 30-km line, which was built by a German consortium. There was no detailed explanation why it would cost substantially less, or why magnetic-levitation technology would be used instead of traditional equipment, other than the increased speed. .."

http://www.shanghaidaily.com/art/2006/03/06/246165/Half_hour_ride_to_Hangzhou_by_maglev.htm

# Half-hour ride to Hangzhou by maglev

by Zhang Jun, Shanghai Daily, 2006-03-06

A MAGLEV rail line between Shanghai and Hangzhou will win government approval soon, and construction should start within the year, a Shanghai deputy to the National People's Congress told Xinhua News Agency yesterday.

"The railway is expected to go into operation before the 2010 World Expo in Shanghai," said the deputy, whose name was not revealed.

The new line is being designed to help ease pressure on transport and accommodation for the 70 million people expected to visit Shanghai during the world fair. The high-speed rail route is also destined to further strengthen the bond between Shanghai and Hangzhou, the capital of Zhejiang Province, and boost economic cooperation in the booming Yangtze River Delta region.

The line would serve as an extension of Shanghai's present magnetic-levitation train service, which runs from Pudong International Airport to the Longyang Road Station of Metro No. 2.

If approved in its present form, the project would comprise six new stations and go from its Metro terminus to the World Expo site along the Huangpu River and from there to the Shanghai South Railway Station. At that point it would branch, with one link heading to Shanghai Hongqiao Airport and the other to Hangzhou.

The NPC deputy said construction would take four years and cost 35 billion yuan (US$4.3 billion).

The line would be around 200 kilometers long and - with train speeds of around 430 kilometers an hour - cut travel time between Shanghai

and Hangzhou to 30 minutes from the present two and a half hours.

The lawmaker said the new link would cost 175 million yuan per kilometer, compared with some 300 million yuan per kilometer for the present 30-km line, which was built by a German consortium.

There was no detailed explanation why it would cost substantially less, or why magnetic-levitation technology would be used instead of traditional equipment, other than the increased speed.

"The Shanghai-Hangzhou railway would in part use German technology, but the main technology should come from Chinese engineers," said the deputy, who was attending the annual NPC session in Beijing.

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