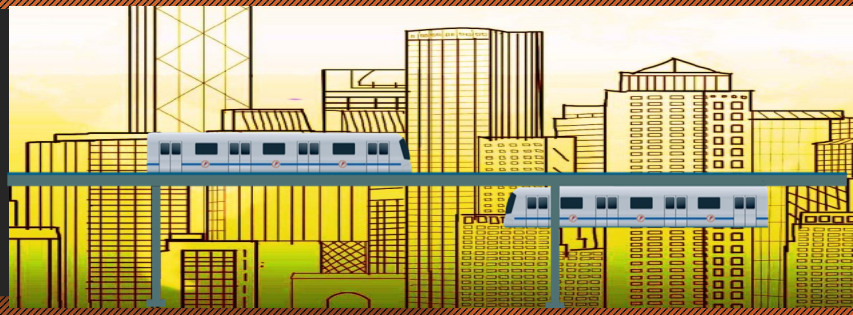
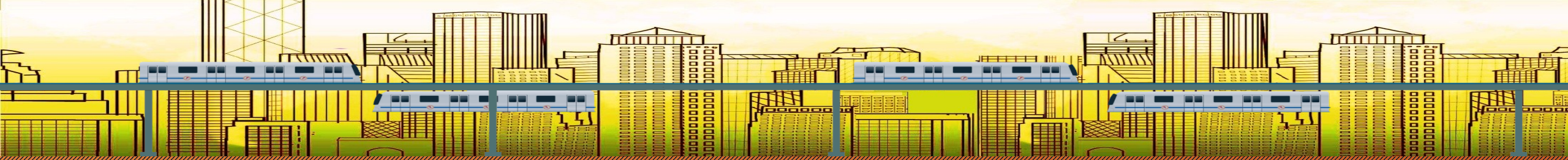
SAGA CONSORTIUM GROUP



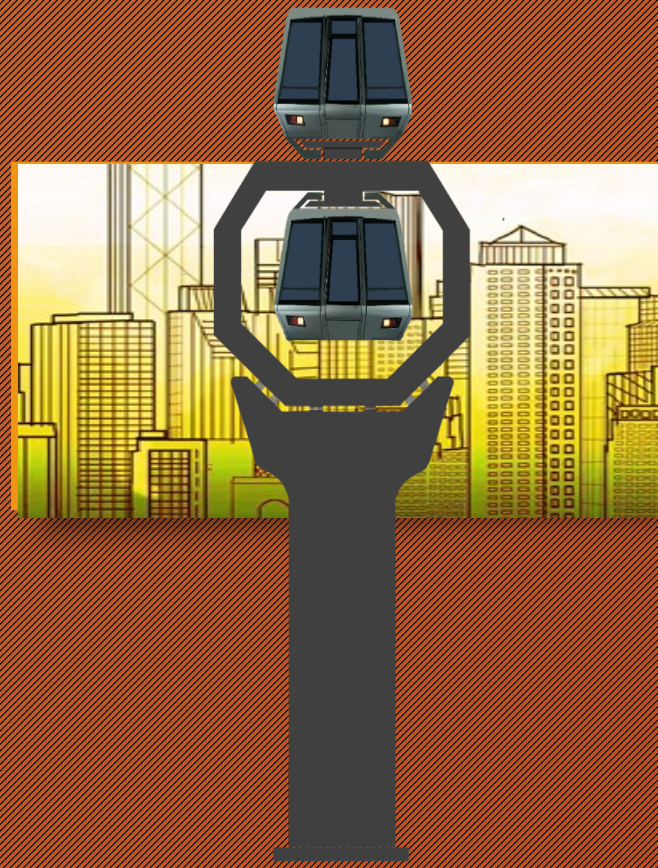
IAT - Innovative Access Team

Unity Infra Transit Project Implementers (India)

Chennai , Tamil Nadu

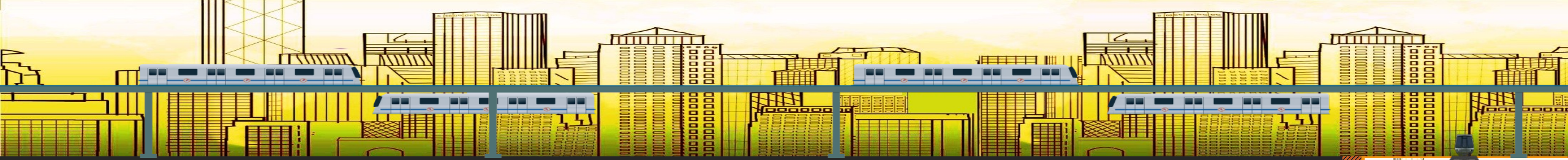


MTC Trans Rapid System



MAGLEV MAGNETIC DOUBLE DECKER MONORAIL TRANSPORTATION

Presents… 150 major infrastructure projects are planned over the next six years including an Express Mega Rail Line that will connect with nearby and distance Cities from Kano via Abuja to Makurdi – Enugu – Onitsha (as the Connecting Hub Station) - Port-Harcourt back - Onitsha thence to Benin - Akure – Lagos – Ibadan – Abuja Kano.



THE WORLD RENOWNED

"Double Decker IAT-Maglev-System" for Kano - Abuja - Port Harcourt - Onitsha - via Asaba – Lagos - Abuja – Kano. Single-beam Monorail design that will runs with integrated Implementation and locking solutions, and is intended for personal and freight vehicle traffic.

The network will be about 1,550 km in distance and will contain about 4,650 km of track, all standard gauge. To illustrate the design concept in phases … Kano Station; Onitsha Station; Port Harcourt Station; Abuja Station; Lagos Station; under Neath High Speed Lines Freight Cargo Rail

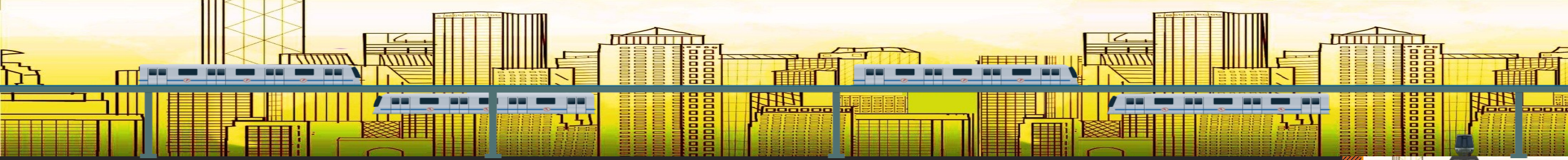
The approximate route distances a[illegible] as follows:

Kano – Abuja: 450km

Abuja – Lagos: 900km

Abuja – Port Harcourt: 650km

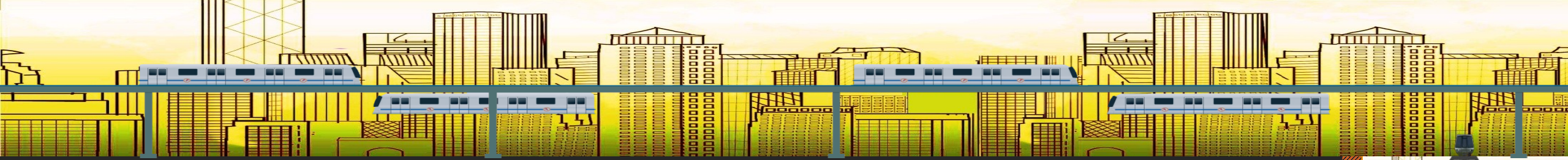
Lagos – Port Harcourt: 650km



TRAINS USED

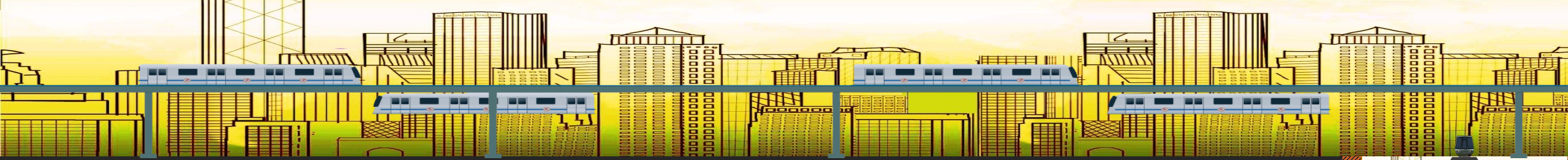
The trains used in this system will operate between 300 km/h and 400 km/h which will make most trips between major centres 1 to 2.5 hours. The initial service will be designed to carry about 60,000 passengers per day over the entire network, but can be easily adjusted to demand through scheduling and increasing capacity. There will be four cabin classes which will offer luxurious comfort, food services, Wi-Fi internet, mobile communications and monitored security. The Onitsha station will be a lower frequency stop on the network so as not to interfere with the high speed service between Lagos – Abuja – Port Harcourt. Service to smaller centres can be served by providing links to the inter-city rail network operated by Federal Railways of Nigeria.

The High-Speed Electric Rail Network and the associated Cargo Rail Network will be consummated in phases, starting with the phase I: Abuja to Lagos; phase II: Abuja to Port Harcourt: Phase III: Kano to Abuja and Lagos to Port Harcourt. There will be three (3) Power Plants one in Lagos and Kano each with 100MW (hybrid wind/solar) and one in Port Harcourt at 787MW gas turbine power plant to feed the system independent of the electricity operator. The cargo network will be single rail, standard gauge throughout and spurs can be added to extend its reach into commercial centres and industrial complexes.



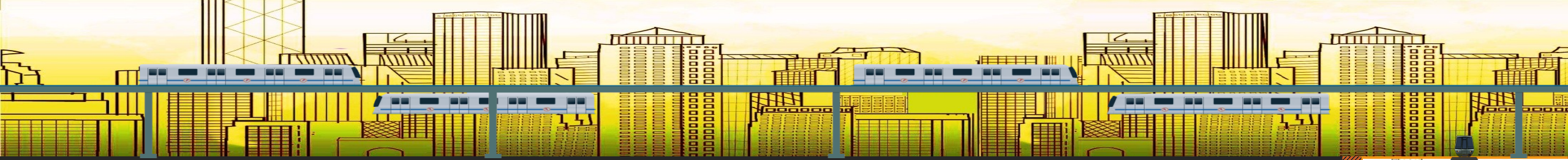
LIGHTRAIL TRANSPORTATION

- Standard
- Monorail
- Suspended monorail
- Magnetic levitation system



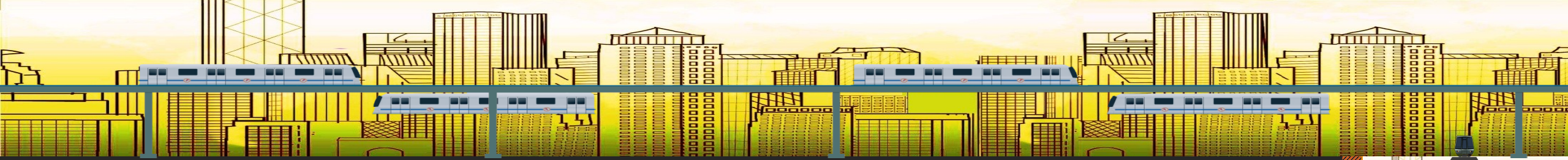
WHAT IS MAGLEV?

Magnetic levitation is a transport method that uses magnetic levitation to move vehicles without touching the ground. With maglev, a vehicle travels along a guide way using magnets to create both lift and propulsion.



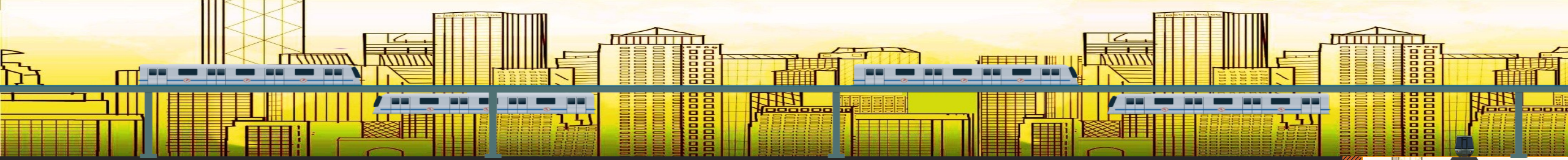
DOUBLE DECKER MAGLEV SYSTEM

- Unlike normal maglev, this double decker system runs the passenger unit in both the directions on the single beam (Top & Bottom)
- The Double Decker, Single-beam Transrapid System design runs with integrated implementation and locking solutions, and is intended for personal and freight vehicle traffic. Electronically controlled levitation magnets allow the railway to be suspended - without wheels, axles or overhead lines
- Maglev derived from magnetic levitation is a transport method that uses magnetic levitation to move vehicles without touching the ground. With maglev, a vehicle travels along a guide way using magnets to create both lift and propulsion, thereby reducing friction by a great extent and allowing very high speeds.



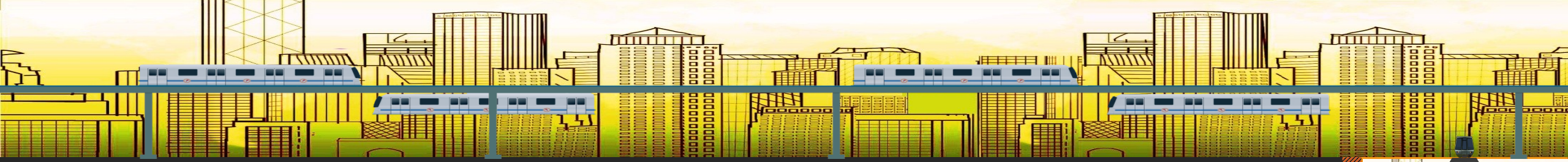
ATVANTAGES OF MAGLEV DD SYSTEM

- Its Eco friendly – Runs mostly on Green and Solar energy.
- Zero carbon emission
- Cost Efficient – Takes 50% lesser cost than metro and 40% lesser cost than other elevated Add to dictionary.
- Low maintenance and operating cost.
- No friction thus cause no sound pollution.
- 100% safety – Has all the safety amenities in terms of fire and Exit.
- Customer appeal - Transrapidis a clean, comfortable, quiet and fast form of public transport.

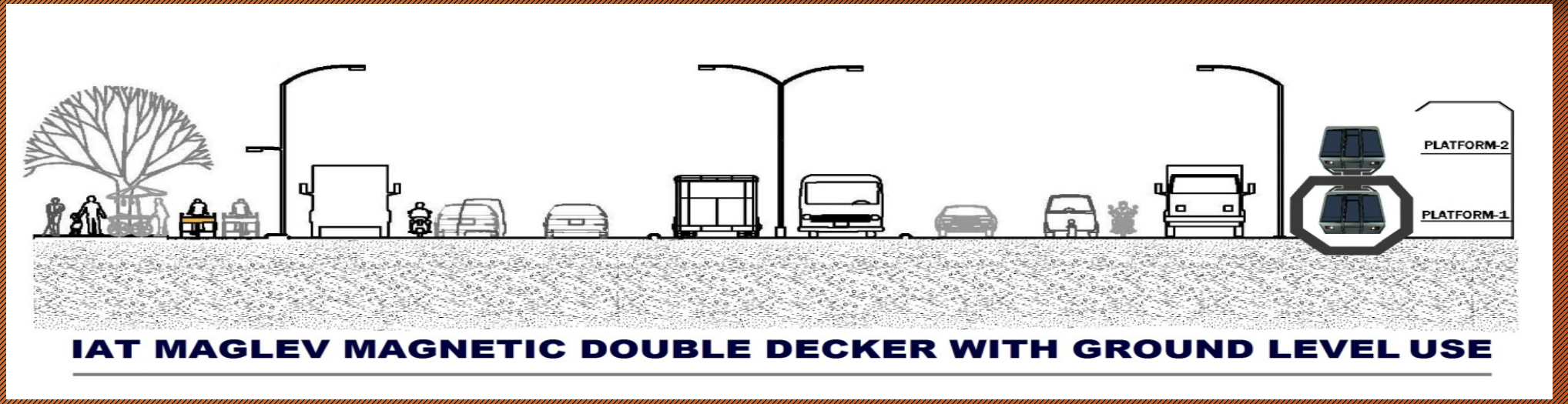


MAGLEV DOUBLE DECKER SYSTEM

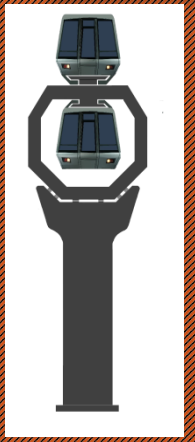
The Double Decker, Single-beam Monorail design runs with integrated implementation and locking solutions, and is intended for personal and freight vehicle traffic. Electronically controlled levitation magnets allow the railway to be suspended - without wheels, axles or overhead lines. The friction-less electro-magnetic system facilitates speeds that go beyond 60 - 300 km/h – with maximum travel comfort. The "Double Decker monorail", however, has huge advantages compared to the conventional monorail or Trans rapid system including CO2 reduction, reduced sound emission (as there is no engine or friction noise). IAT Maglev is also proposing that the double magnetic system could be installed with solar panels in each 100 km track length to enables us to make the maglev environmentally friendly and cost-effectively.



MAGLEV MAGNETIC DOUBLE DECKER MONORAIL SYSTEM

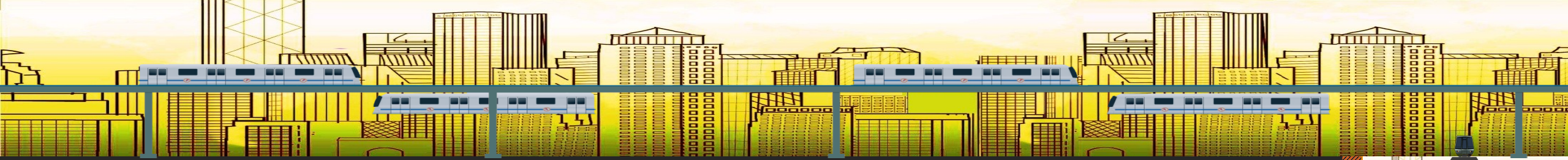


IAT MAGLEV MAGNETIC DOUBLE DECKER WITH GROUND LEVEL USE

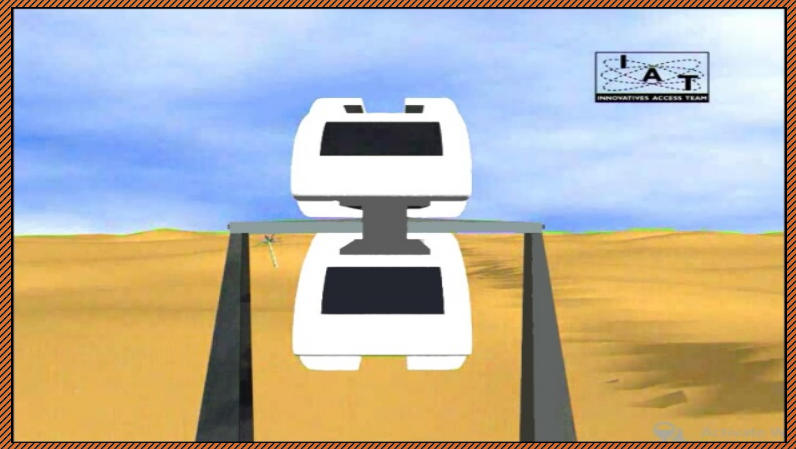


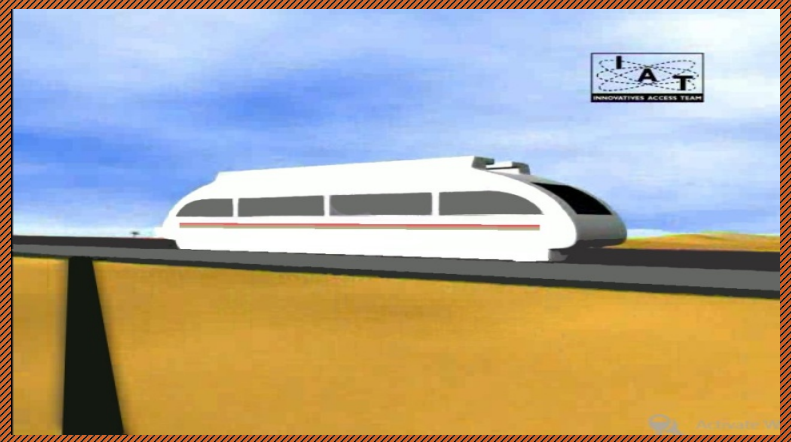
ELEVATED

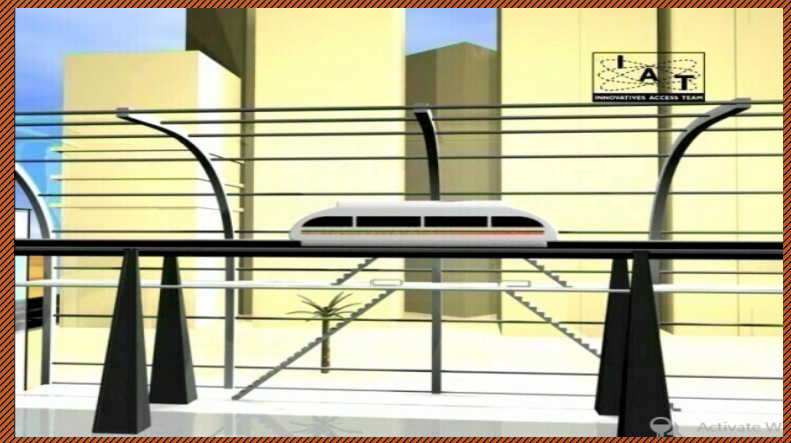
The IAT "Metro Transrapid" ground and elevated type of the logical choice for new transit systems in the 21st century. Its outstanding capacity handles the large ridership attracted by the high speed and comfortable travel experience. The IAT "Metro Transrapid" is very energy efficient and runs on green electricity directly from the grid. This allows the system to be powered from green electricity without significant economic impact. The natural resource use for infrastructure is comparable to that of other transportation is reasonable investment and low cost operation allows transit agencies to build and operate systems for cities above 50 000 population.



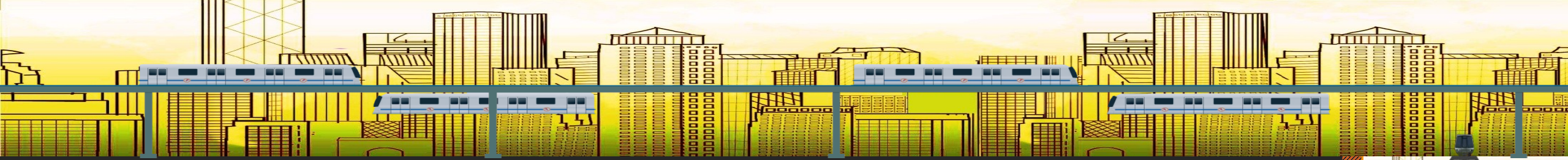
MAGLEV MAGNETIC DOUBLE DECKER MONORAIL TRANSRAPID SYSTEM





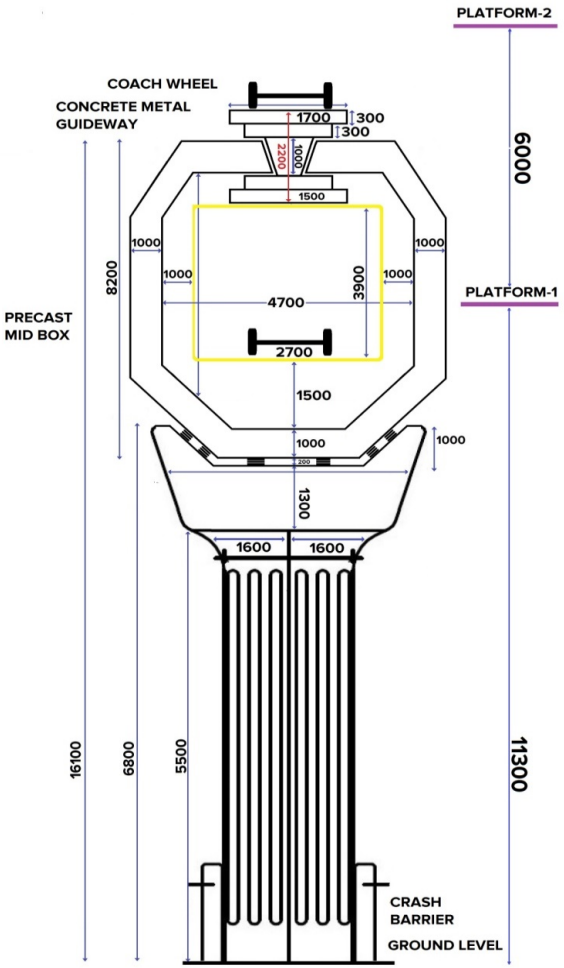


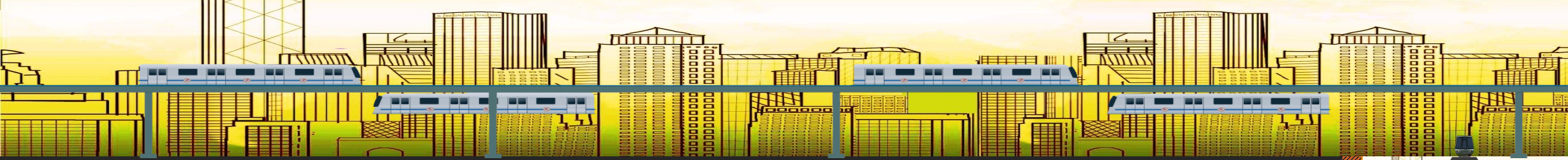
Maglev Magnetic Double Decker Transrapid Systems have been the subject of future-looking visions for many years. Transrapid systems do have a major drawback though; the trains can only run on the rail in one direction at a time, effectively meaning the construction and maintenance efforts for implementation take twice the cost and space. Now, a German company, INNOVATIVE ACCESS TEAM-IAT Maglev has added a new dynamic to the configuration that hopes to make the transportation system even more economical and greener. The Double Decker or stacked Transrapid Systems proposed by IAT Maglev even has one of the patent owners investing 100 million Euros to the first project that will tackle the construction of the system in the next two years - regardless of the country.



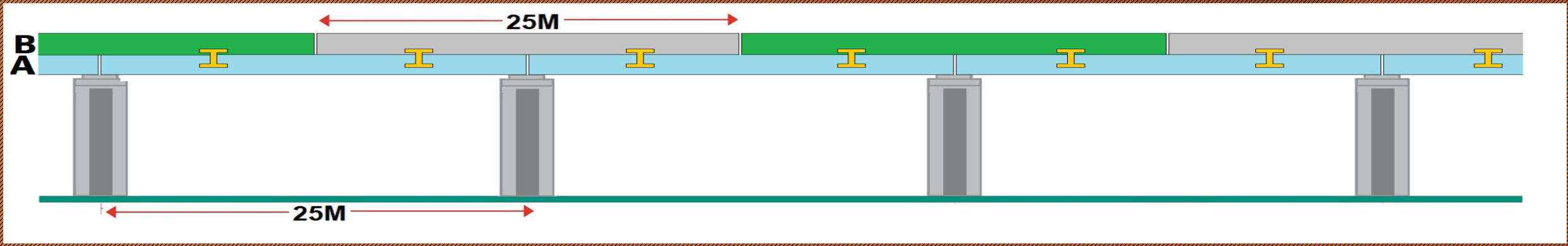
CONCRETE PILLARS

The columns will be square type concrete with steel pillars erected generally on piled foundations at approximately 15 meter Height generally in the median strips. Based on the geometry of the road at certain locations beam piers are found necessary and at some locations the metal concrete guide way track are carried over portals the track beams that are hollow in the center portion. Generally, there are few services in these median strips; hence, minimal changes to existing infrastructure will be required with the resultant cost and time benefits.

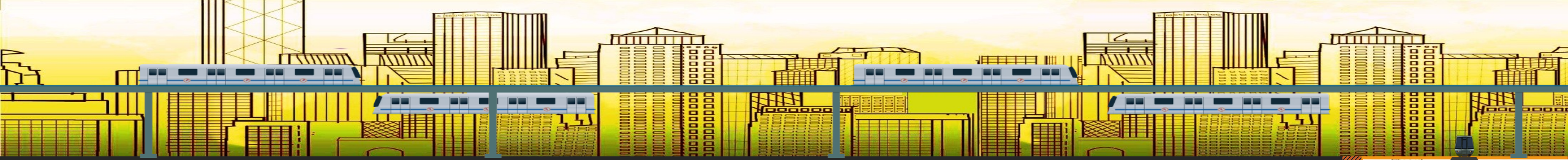




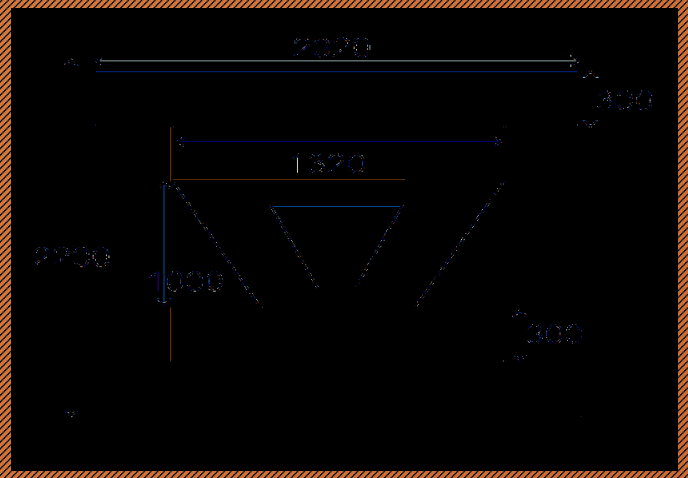
GUIDE WAY CIVIL STRUCTURES



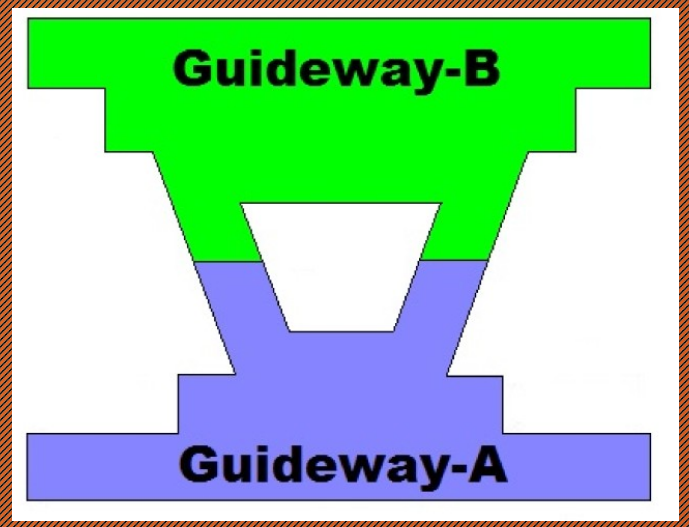
The metal guide tracks, for up and down tracks, are carried over square pillars of about 1.0 diameter generally located along the median of the road. Every 25 meters each pillars and pier heads have a minimum clearance of 25 m above the road level. The single sides of stations are proposed for the project at all the facilities, technical rooms are housed outside the right of way, and only platforms are provided over the road supported by pillars located on the median of the road.

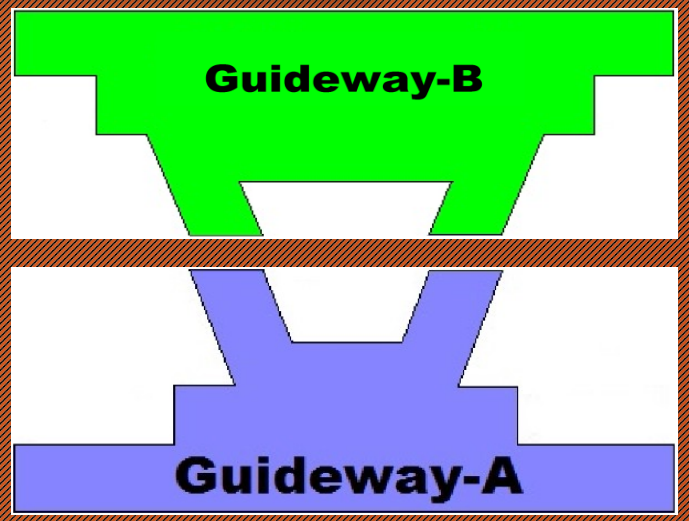


GUIDE WAY STRUCTURES



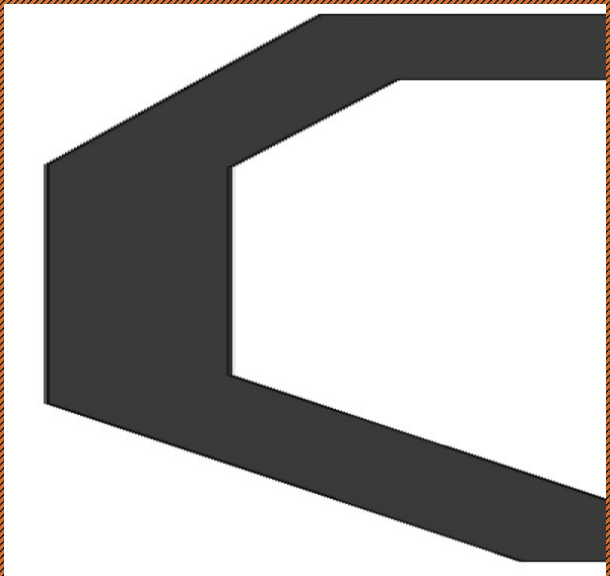
25 Meters Guide way



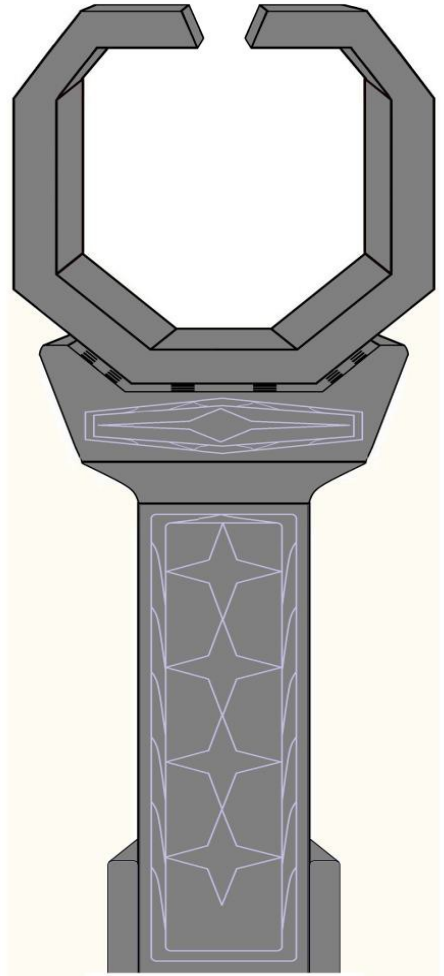


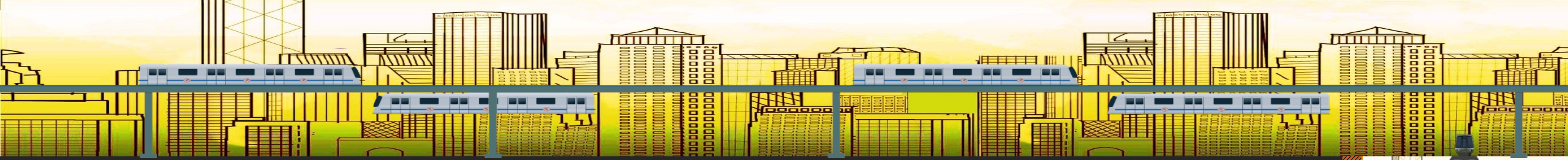
Guide way provides guidance for the movement of the vehicle, to support the vehicle load, and to transfer the load to the ground. In Maglev Magnetic Two-tier Monorail guide ways contrary to traditional railroad tracks, there is no need to ballast, sleeper, rail pad and rail fastenings to stabilize the rail gauge. A guide way consists of a beam (girder) and two levitation (guidance) rails. Guide ways can be constructed at grade (ground-level) or elevated including columns with concrete, steel or hybrid beams. Maglev Magnetic Two-tier Monorail elevated guide ways minimize land occupation and prevent collision with other forms of traffic at-grade intersections.

POLYGON TYPE MID SPAN CONSTRUCTION

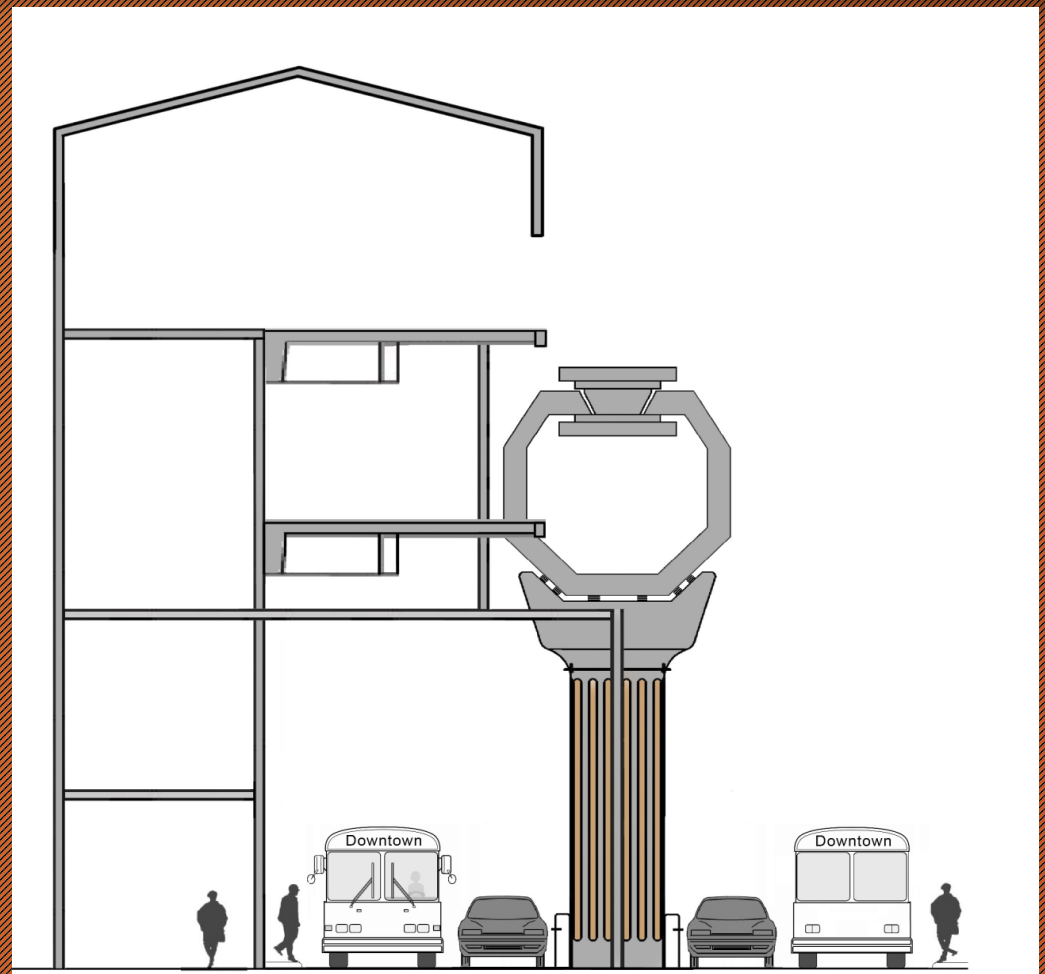


The concrete metal polygon type mid span which are made on factory site and they are pretend will be fabricated in a specially built factory in a suitable location at the start of the first line after fabrication, they will be transported along the newly constructed System guide for erection. This will significantly reduce construction costs and disruption to traffic.

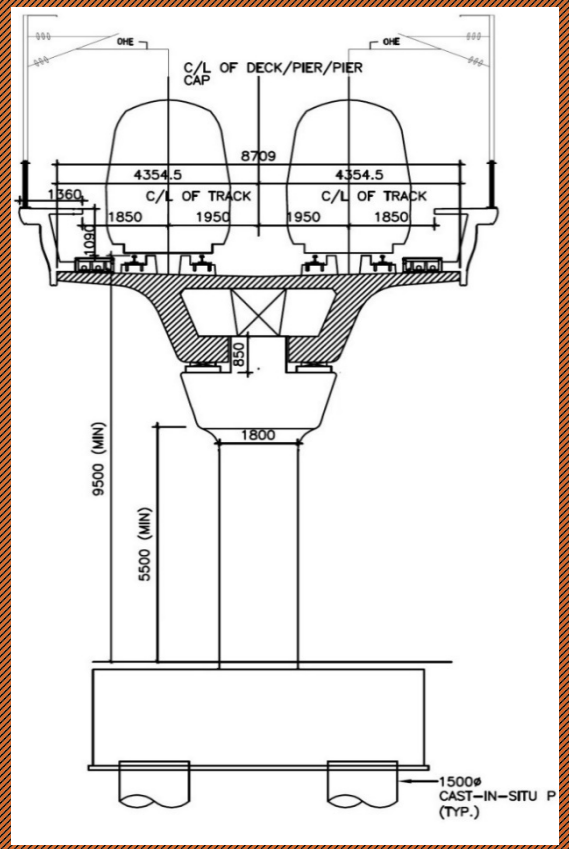




ELEVATION OF ROAD SIDE VIEW

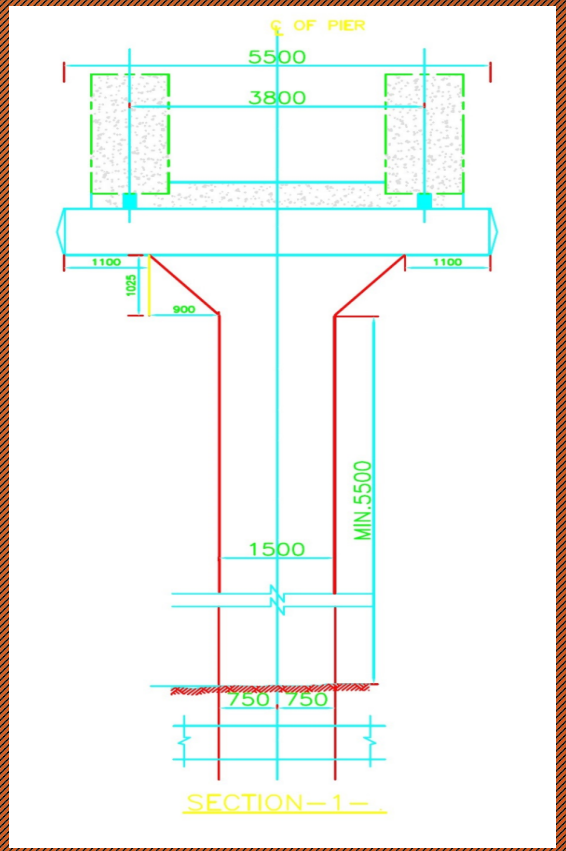


MAIN PILLAR OF OTHER TRANSPORTATION DIFFERENCES



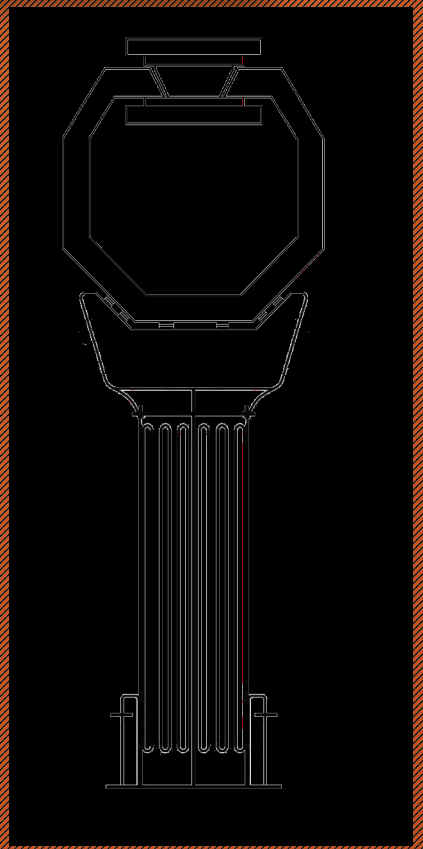
Standard Gauge

Metro Center Pillar



Monorail Center

Pillar

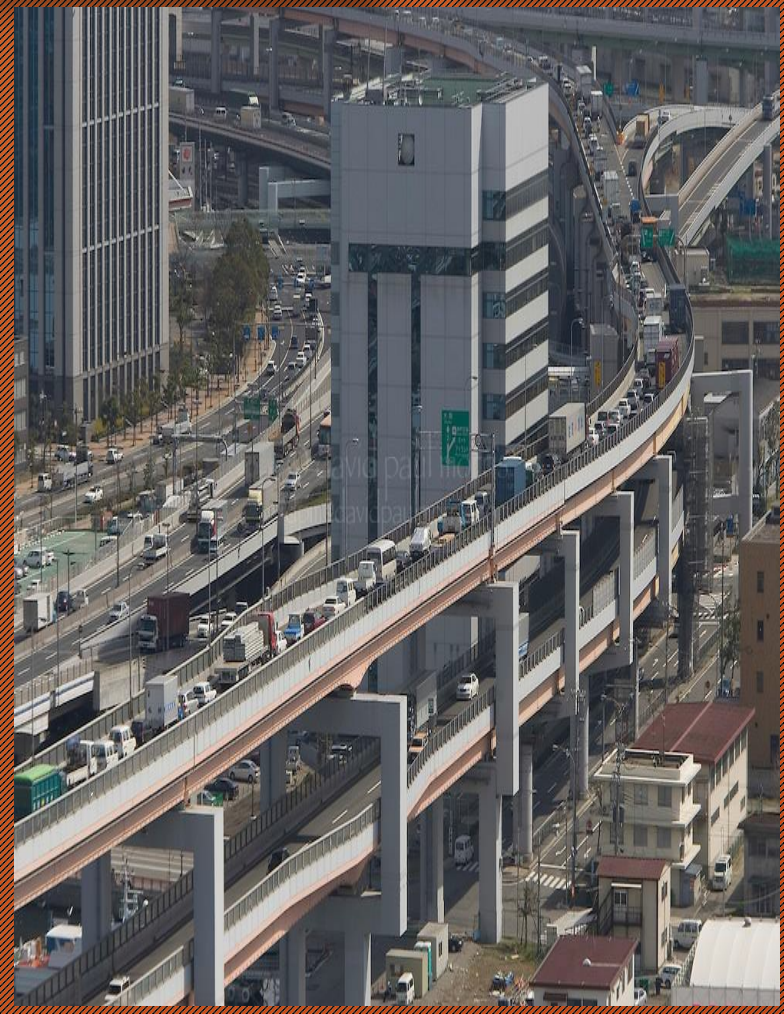


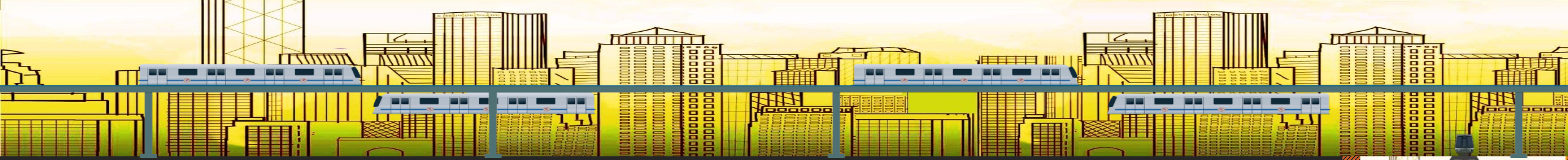
Maglev Magnetic

Two Tire Monorail Pillar

EARTHQUAKE OF 1995 H KOBE IN JAPAN

The Great Hanshin earthquake H Kobe earthquake, occurred on January 17, 1995 at 05:46:53 JST January 16 at 20:46:53 UTC in the southern part of Hyōgo Prefecture, Japan. It measured 6.9 on the moment magnitude scale and 7 on the JMA Shindo intensity scale. The tremors lasted for approximately 20 seconds. The focus of the earthquake was located 17 km beneath its epicenter, on the northern end of Awaji Island, 20 km away from the city of Kobe. Up to 6,434 people lost their lives, about 4,600 of them were from Kobe. [Among major cities, Kobe, with its population of 1.5 million, was the closest to the epicenter and hit by the strongest tremors. This was Japan's worst earthquake in the 20th century after the Great Kantō earthquake in 1923, which claimed more than 105,000 lives.

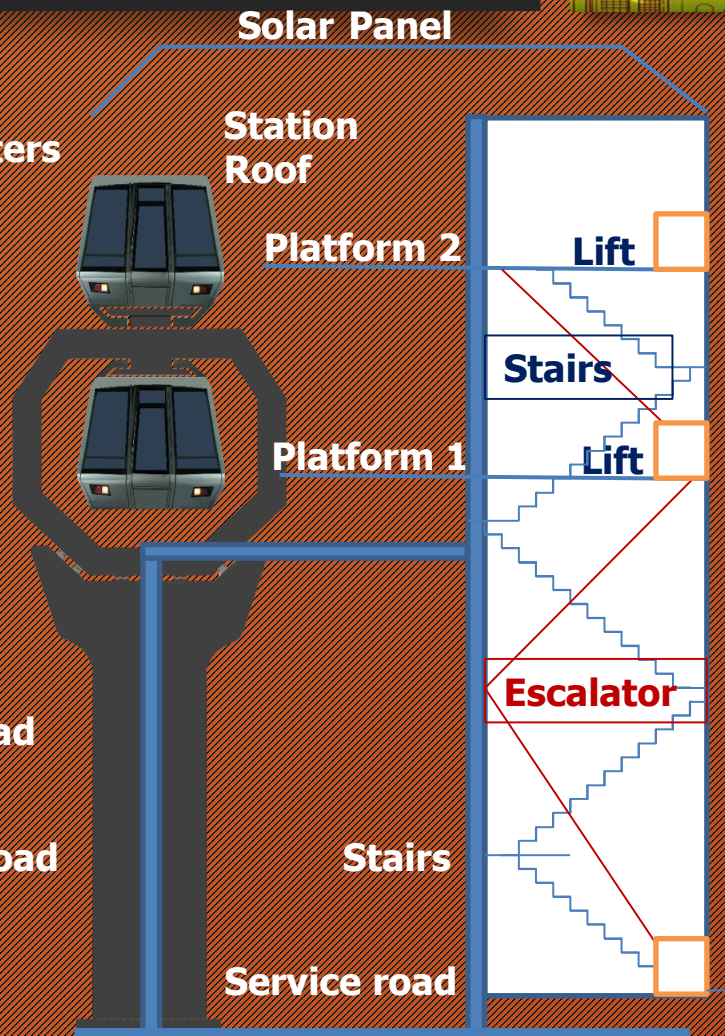




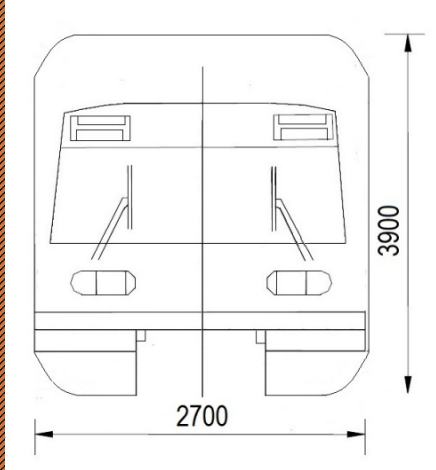
STATION ALIGNMENT

Upper Station View

Lower Station View

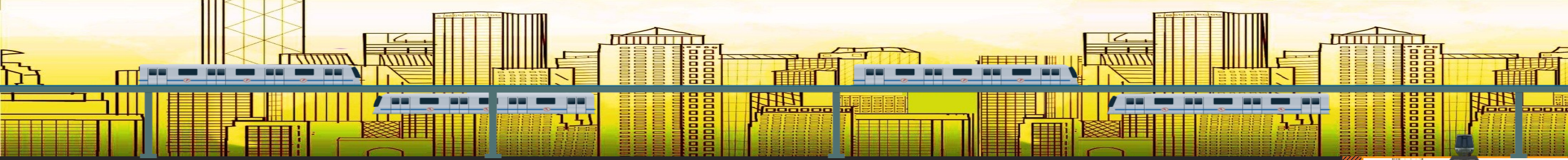


COACHES SIZE



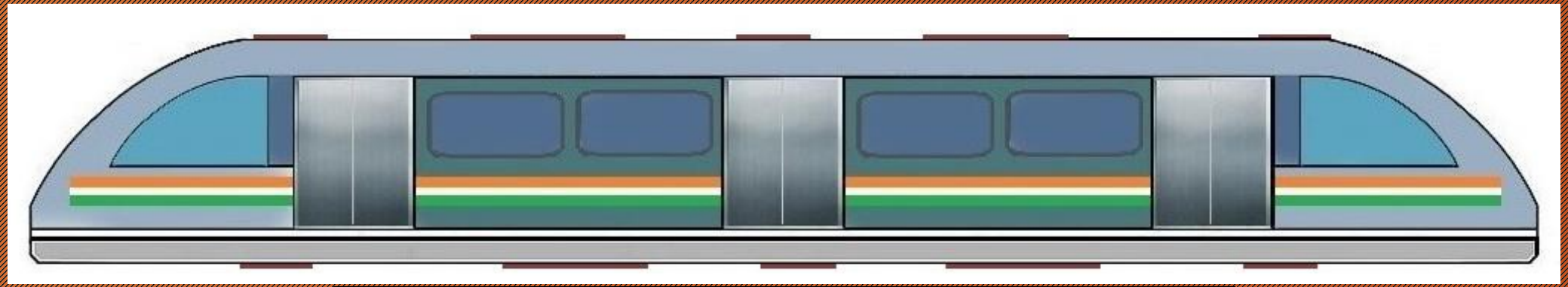
Coaches size is 2.7 width 12.5 length and height is 3900, total square meters covered in 33 meters, peak period 5 people per meter square so 125 people traveled have longitudinal seats with a seating capacity of 48 and 80 standees per coach.

Our passenger cabin Is moving elevated and side road also, inside the cabin wheel attachable provide, they can used in end of the station and change the guide way parking on depot use only.

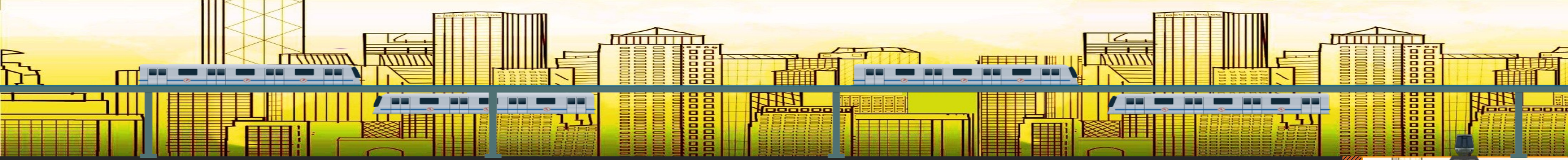


PROTOTYPE COACHES

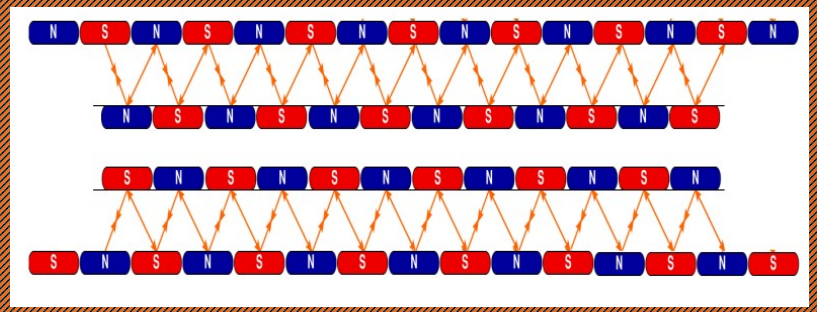
The passenger coach can move on opposite directions



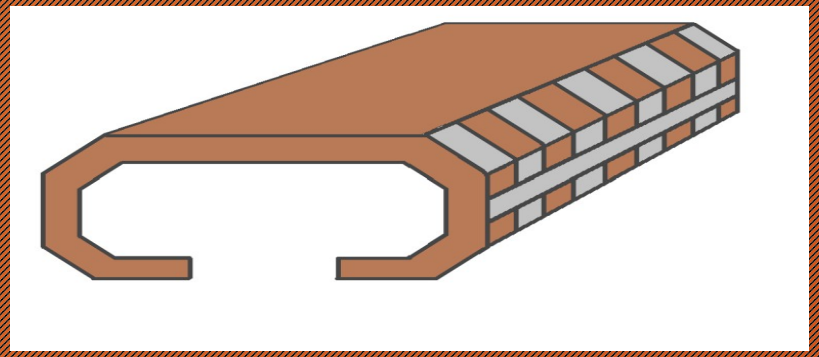
The flanges option is carrying the magnetic drive Pneumatic Technology



PROTOTYPE MAGNETIC DRIVE



IAT has been designed, fabricated, and tested on a 48-meter test track at headquarters. The demonstration system utilizes full-scale components 4,500 kg test sled that is capable of carrying a 120-passenger vehicle compartment. The test sled was tested at 10 m/s, a speed only limited by the length of the indoor track.

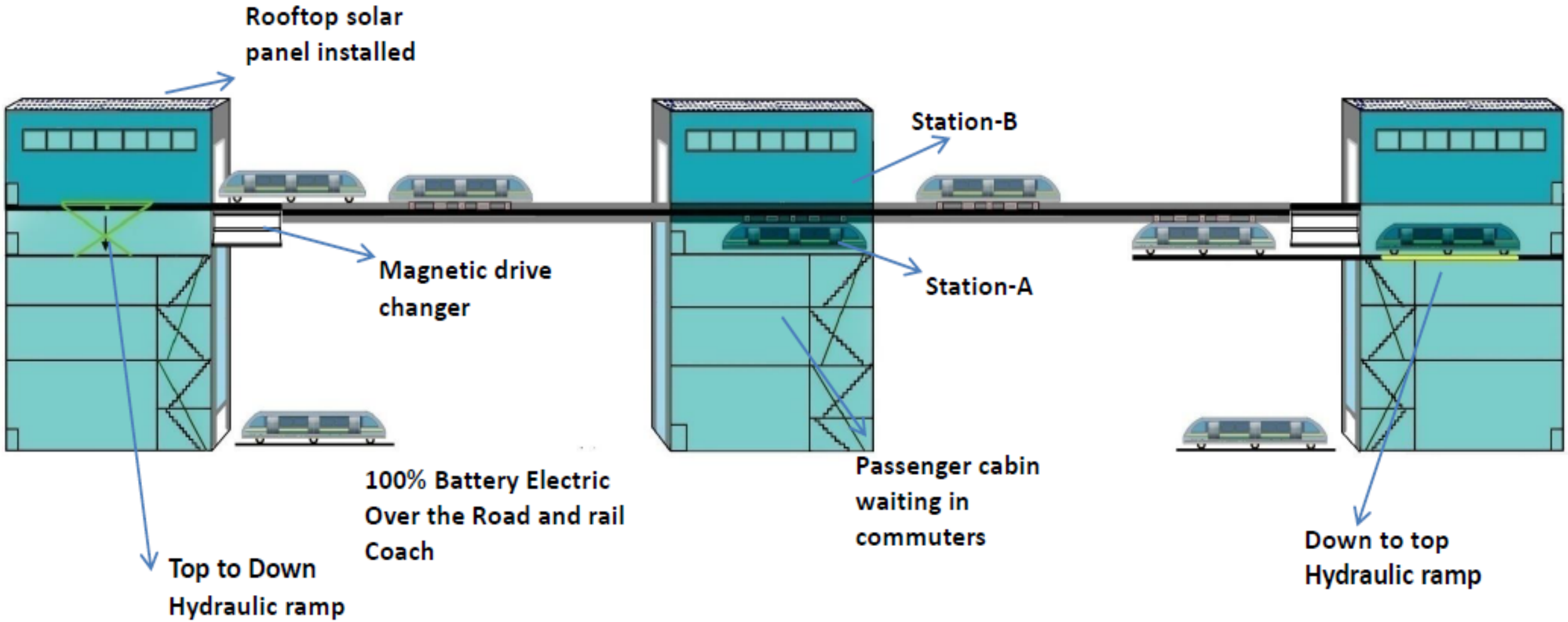


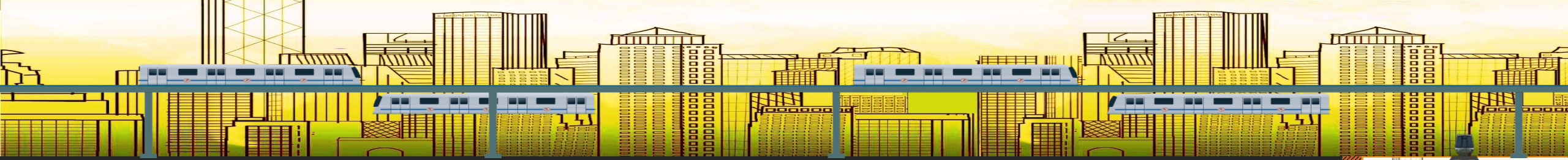
This prototype test track will be extended and modified to allow more complete testing of the suspension, guidance and propulsion sub systems for a full-scale vehicle that will allow full speed testing of a passenger-carrying vehicle and, ultimately, a commercial installation.

DRIVE UNIT SEPARATE MECHANISM

Magnetic drive separate mechanism

MAGLEV SYSTEMATIC ALIGNMENT

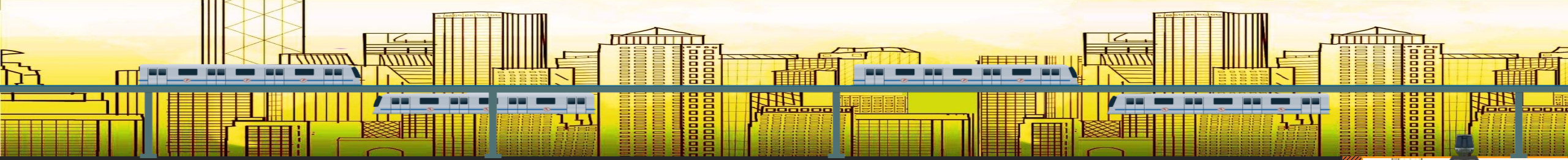




HYDRAULIC RAMP OF USE

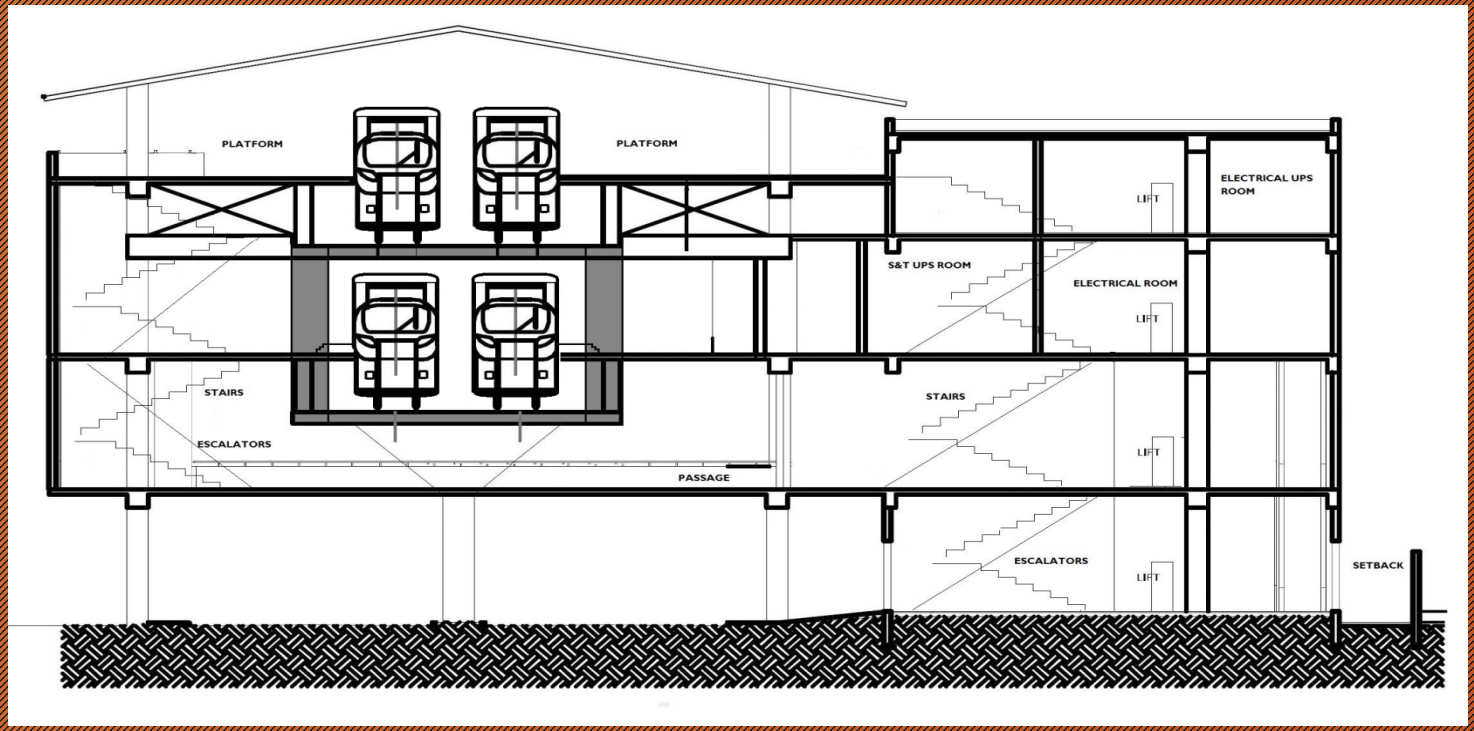
Hydraulic Ramp with the help of Transfer to Passenger Cabin ground level Lower Track & Upper Track

Hydraulic Ramp Mounted In Underground



MAIN STATION PLAN

The coaches will resting on wheel support at station area

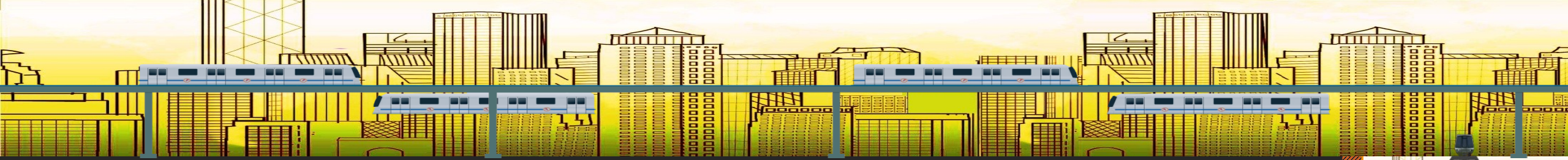


All Dimension Are In Millimeters
All Dimensions Are To Be Read and Not Measured
Any Discrepancies Must Be brought to the notice architect before executions of work at site

Main Station Plan

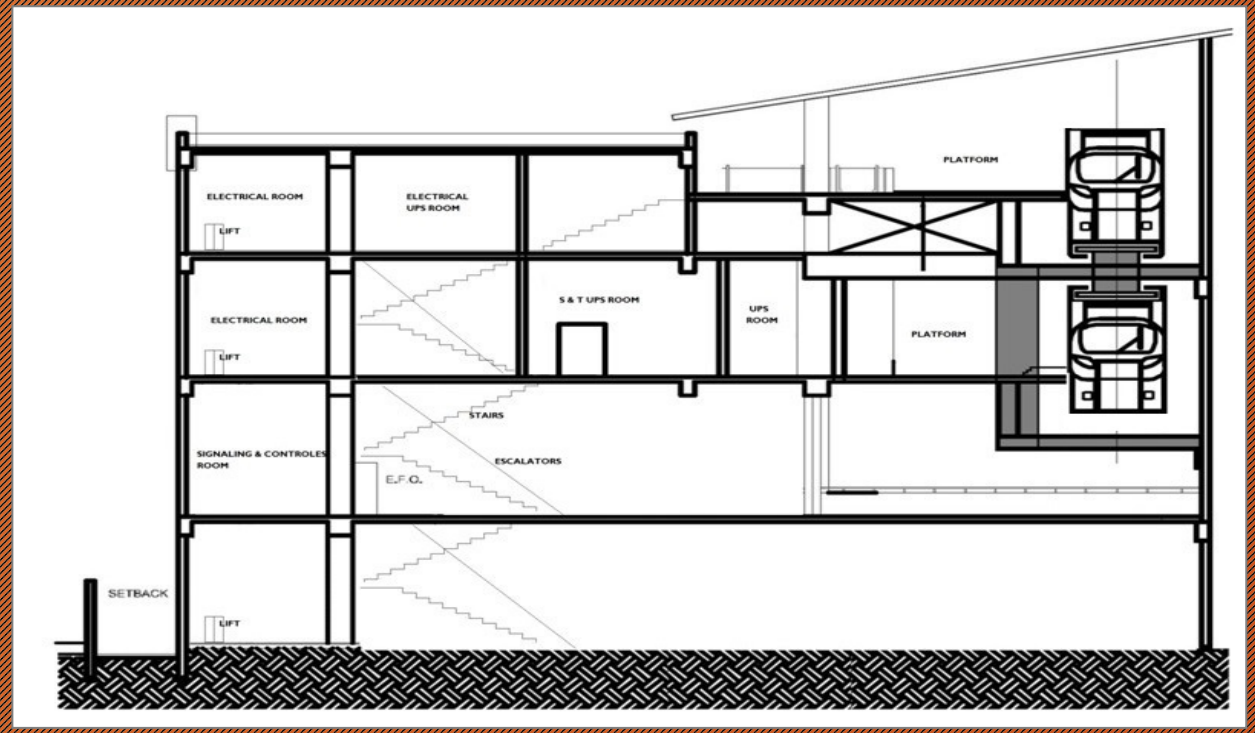
PUDUVAI TRANS RAPID SYSTEM TYPE-A

Drawing number	Scale NTS	Date	Sheet size A-3



INTERNAL STATION PLAN

The coaches will resting on magnetic guide way support at station area



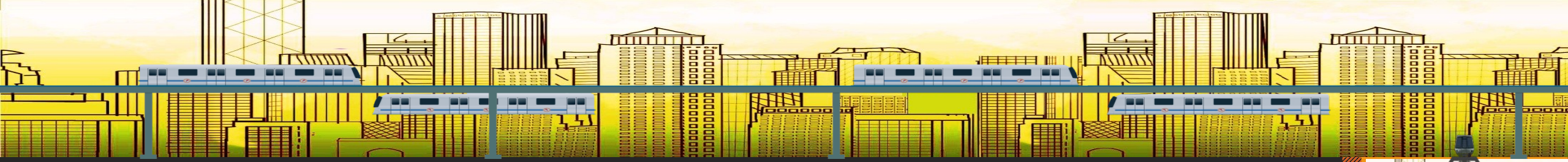
All Dimension Are In Millimeters
All Dimensions Are To Be Read and Not Measured
Any Discrepancies Must Be brought to the notice architect before executions of work at site

Internal Station Plan

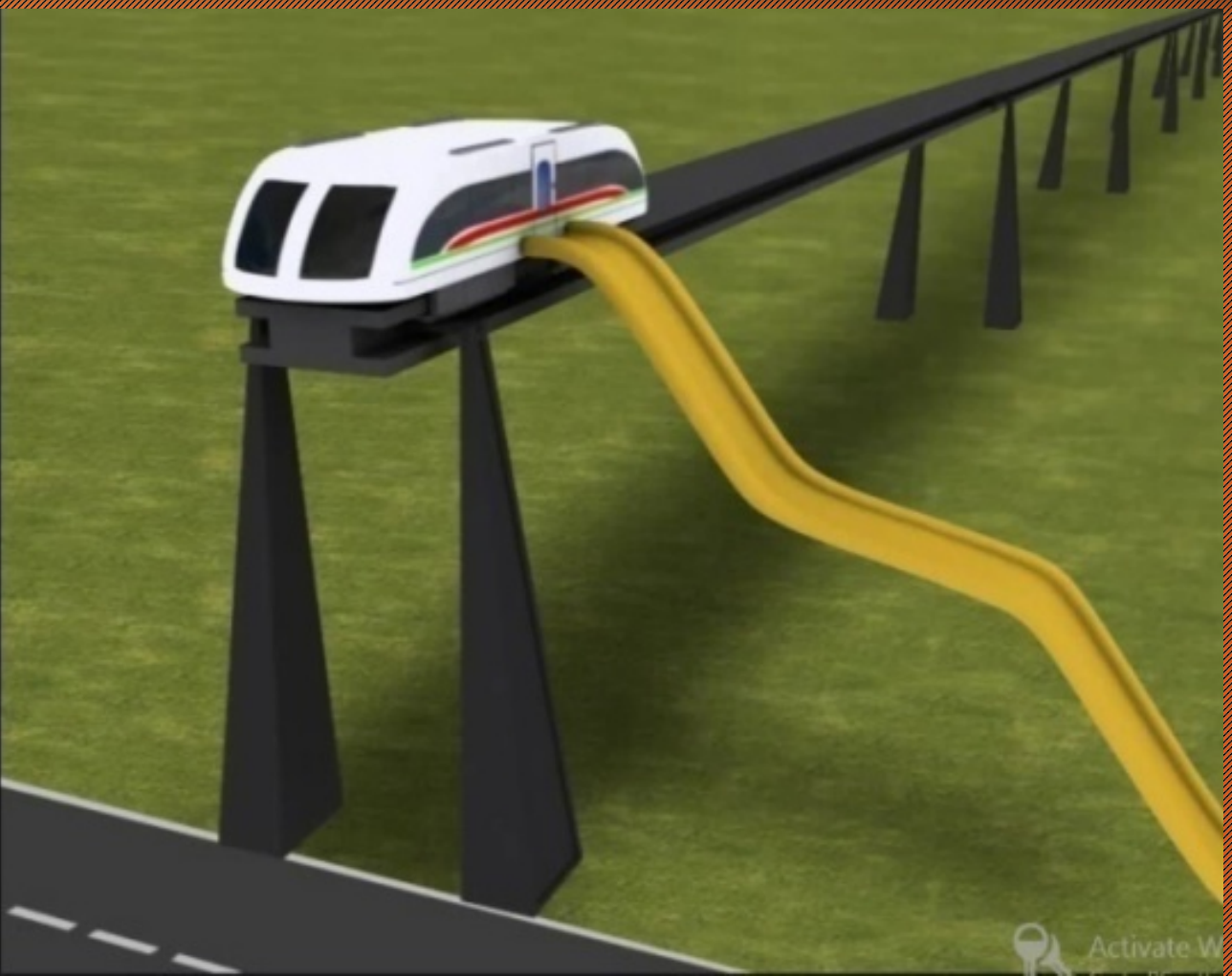
UNITY TRANS RAPID SYSTEM

TYPE-A

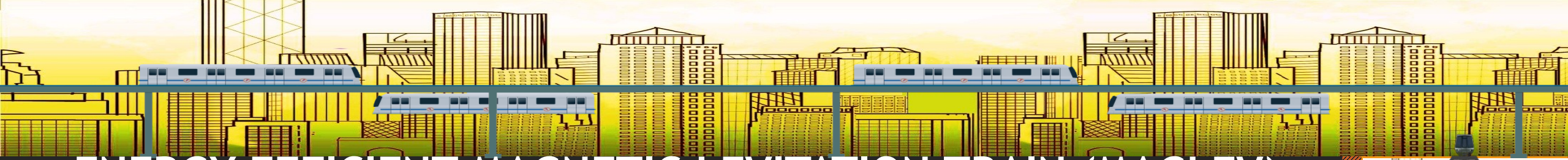
Drawing number	Scale NTS	Date	Sheet size A-3



EMERGENCIES EXIT



The vehicle will control any irregularities or emergencies on the guide way and bring the vehicle to a stop if needed. Special air balloon step down walking ladder fix in vehicle emergency exit box ,filled air cylinder to attach the ladder emergency time use to escape. each coaches contains a provision where in an emergency slide way passage is in-built for the passengers to evacuate (as shown in the figure) from elevated guideways.



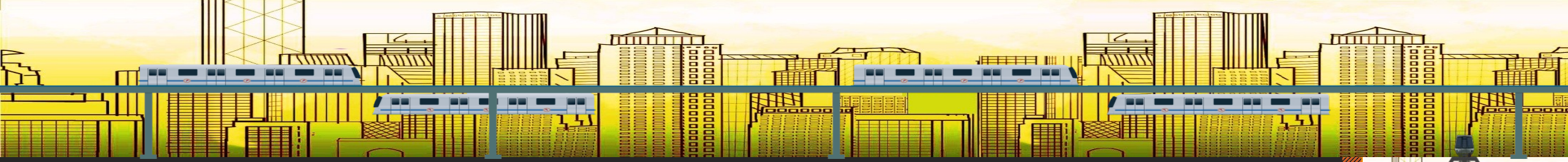
ENERGY EFFICIENT MAGNETIC LEVITATION TRAIN (MAGLEV)

The Transrapid train consumes approximately 40% less energy than the high speed train ICE in comparable speeds. Or considered differently: The MAGLEV provides roughly one-third higher performance with equal energy consumption.

Regarding the twin-storey Magnet Rapid-Transit Railway System IAT there are 600,000 square meters of Solar Modules additionally integrated on a 200 km routing and these relieve the energy consumption about further

20-30%. With additional Integration Of Air Turbines and power-generating components this system becomes a more complex transport system, and in so far these elements contribute to larger energy reductions.

Compared with the same transport performance the energy consumption of road traffic is 5.5 times and that of the short-distance air traffic is more than 6 times higher than this of the Magnetic Levitation Transport System (with 400 km/h). Solar panels fitted to the large, passable roof area of the monorail carriages and stations provide a significant on-board energy supplement.



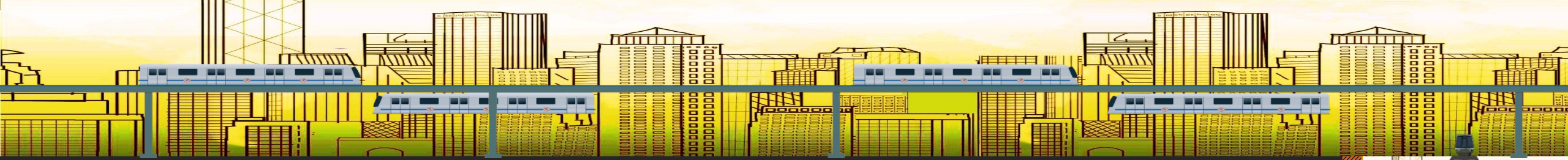
ENERGY CONSUMPTION

Through the frictionless nature of the Maglev Monorail system, it consumes significantly less energy while providing the same output as high-speed railways. Or, stating it another way, with the same energy input, the performance of the Maglev system is substantially higher.

At a speed of 300 km/h for example, the maglev consumes 25% less energy (per seat and kilometre) compared to an ICE train.

The reasons for the low energy consumption are:

- No friction losses due to the non-contact technology
- The high-efficiency of the long-stator linear motor
- The low vehicle weight
- The low aerodynamic resistance
- No rotary masses (braking effect at high speeds)
- Energy recovery when braking, use of solar energy, wind turbines, etc. (The braking energy can be reused and fed



EXECUTIVE SUMMARY

Conceptual Layout & Development Concept for an Autonomous Energy Unit (AEU) with power production/rating of 25 KW

Integrated CO2 Recycling, CO2-free Energy Production

One Unit produces 25 KWh over 8.000 hours/year (day & night) = 200.000kWh per year

Output of a Unit:

230 Volts Electricity for the End User

60 C temperature for the End User

Up to 6.000 l of Methanol/p.a. (the quantity can be customized; 1to of methanol is produced from 1.5 tons of CO2

Approx. 1.000 l of potable water / day (optional)

Technical Solution for an autonomous energy production:

Closed loop system without any primary energy input, 100% Energetically autarchy – small temperature differences between ground and air do provide the required energy input

Independent of known energy sources, such as atomic power, oil, gas, coal, sun, wind and water

The most sustainable solution to the energy problem – globally

Globally independent, autarchy, and immediately usable

SUSPENDED MAGLEV MAGNETIC LEVITATION TRAIN

Zoom with a view! Shanghai unveils plans for futuristic new suspended ‘Skytrain’ with carriages that offer unobstructed 360-degree views.

Suspended, Lightweight, Maglev Aero train under Development in Dalian, China China's light maglev train "Zhonghua-06" made debut in Dalian in northeast China's Liaoning Province on May 11. The train is 9.6 meters long, 1.65 meters wide and 1.87 meters high. The designed speed is 400 kPH

PATENT DOCUMENTS

BUNDESREPUBLIK DEUTSCHLAND

URKUNDE

über die Erteilung des

Patents

Nr. 103 08 205

IPC
B61B 13/08 (2006.01)

Bezeichnung
Magnetschnellbahnsystem mit doppelstöckiger Fahrbahn

Patentinhaber
Schramek, Dieter-Wolfgang, 59174 Kamen, DE; Schwager, Hartmuth, 59423 Unna, DE; Figger, Axel, 59427 Unna, DE; Gagzow, Michael, 48301 Nottuln, DE; Schanz, Torsten, 97502 Euerbach, DE

Erfinder
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Tag der Anmeldung
25.02.2003

Priorität
28.02.2002 DE 102 09 319.9

München, den 06.06.2007

Der Präsident des Deutschen Patent- und Markenamts

Dr. Schade

(12) NACH DEM VERTRAG ÜBER DIE INTERNATIONALE ZUSAMMENARBEIT AUF DEM GEBIET DES PATENTWESENS (PCT) VERÖFFENTLICHTE INTERNATIONALE ANMELDUNG

(19) Weltorganisation für geistiges Eigentum
Internationales Büro

PCT

(10) Internationale Veröffentlichungsnummer
WO 03/072412 A1

(43) Internationales Veröffentlichungsdatum
4. September 2003 (04.09.2003)

(51) Internationale Patentklassifikation⁷: B61B 13/08

(21) Internationales Aktenzeichen: PCT/DE03/00597

(22) Internationales Anmeldedatum: 25. Februar 2003 (25.02.2003)

(25) Einreichungssprache: Deutsch

(26) Veröffentlichungssprache: Deutsch

(30) Angaben zur Priorität: 102 09 319.9 28. Februar 2002 (28.02.2002) DE

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(72) Erfinder: SCHRAMEK, Dieter-Wolfgang [DE/DE];

(74) Anwalt: SCHNEIDER, Uwe; Holbeinstrasse 27, 59423 Unna (DE).

(81) Bestimmungsstaaten (national): AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG, BR, BY, BZ, CA, CH, CN, CO, CR, CU, CZ, DE, DK, DM, DZ, EC, EE, ES, FI, GB, GD, GE, GH, GM, HR, HU, ID, IL, IN, IS, JP, KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV, MA, MD, MG, MK, MN, MW, MX, MZ, NO, NZ, OM, PH, PL, PT, RO, RU,

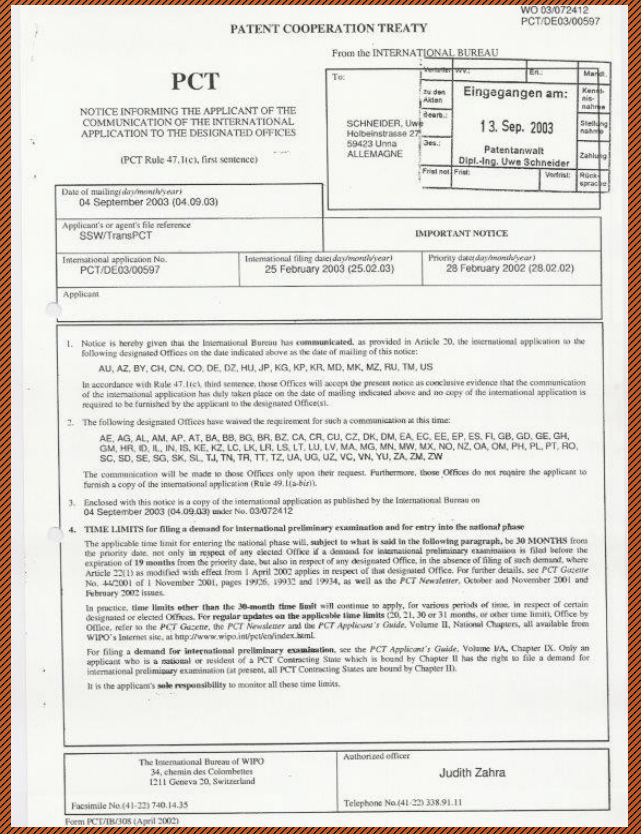
(54) Titel: HIGH-SPEED MAGNETIC TRAIN SYSTEM WITH TWO-TIER TRACKS

(54) Bezeichnung: MAGNETSCHNELLBAHNSYSTEM MIT DOPPELSTÖCKIGER FAHRBAHN

(57) Abstract: The invention relates to a high-speed magnetic train system with two-tier tracks, comprising a guide system (4), mounted on struts, whereby above the guide system (4) an upper track (12) and below it a lower track (11) are disposed on which vehicles (1) are displaced by means of magnetic train technology. Every vehicle (1) comprises at least two drive and guide units (2), disposed opposite each other above and below the vehicle (1) and associated pair wise. These drive and guide units are used to optionally place the vehicle (1) on the upper track (12) or suspend it from the lower track (11) and displace it on the respective track (11, 12), thereby allowing an orbital operational mode of the vehicles (1). The vehicles (1) travel on the upper track (12) exclusively in the one direction of travel (18) on the lower track (11) exclusively in the other direction of travel (18').

(57) Zusammenfassung: Die Erfindung betrifft ein Magnetschnellbahnsystem mit doppelstöckiger Fahrbahn, bestehend aus einem auf Ständern angeordneten Führungssystem (4), bei dem oberhalb an dem Führungssystem (4) ein oberer Fahrweg (12) und unterhalb ein unterer Fahrweg (11) angeordnet sind, an denen Fahrzeuge (1) mit Hilfe der Magnetbahntechnik verfahrbar sind, bei dem jedes Fahrzeug (1) jeweils mindestens zwei einander gegenüberliegend oberhalb und unterhalb der Fahrzeuges (1) angeordnete, paarweise zueinander gehörige Antriebs- und Führungseinheiten (2) aufweist, mit denen das Fahrzeug (1) wahlweise auf dem oberen Fahrweg (12) aufgesetzt bzw. an den unteren Fahrweg (11) angehängt werden kann und auf dem jeweiligen Fahrweg (11, 12) verfahrbar ist. Hierdurch ist es möglich, dass das Fahrzeuge (1) im Umlaufbetrieb verfahrbar sind, wobei die Fahrzeuge (1) auf dem oberen Fahrweg (12) ausschließlich in die eine Fahrrichtung (18) und auf dem unteren Fahrweg (11) ausschließlich in die andere Fahrrichtung (18') fahren.

WO 03/072412 A1



WO 03/072412
PCT/DE03/00597

PATENT COOPERATION TREATY

PCT

NOTICE INFORMING THE APPLICANT OF THE COMMUNICATION OF THE INTERNATIONAL APPLICATION TO THE DESIGNATED OFFICES

(PCT Rule 47.1(c), first sentence)

From the INTERNATIONAL BUREAU

To:
SCHNEIDER, Uwe
Holbeinstrasse 27
59423 Unna
ALLEMAGNE

Eingegangen am: 13. Sep. 2003
Patentanwalt Dipl.-Ing. Uwe Schneider

Date of mailing (day/month/year)
04 September 2003 (04.09.03)

Applicant's or agent's file reference
SSW/TransPCT

IMPORTANT NOTICE

International application No.	International filing date (day/month/year)	Priority date (day/month/year)
PCT/DE03/00597	25 February 2003 (25.02.03)	28 February 2002 (28.02.02)

Applicant

1. Notice is hereby given that the International Bureau has **communicated**, as provided in Article 20, the international application to the following designated Offices on the date indicated above as the date of mailing of this notice:

AU, AZ, BY, CH, CN, CO, DE, DZ, HU, JP, KG, KP, KR, MD, MK, MZ, RU, TM, US

In accordance with Rule 47.1(c), third sentence, those Offices will accept the present notice as conclusive evidence that the communication of the international application has duly taken place on the date of mailing indicated above and no copy of the international application is required to be furnished by the applicant to the designated Office(s).

2. The following designated Offices have waived the requirement for such a communication at this time:

AE, AG, AL, AM, AP, AT, BA, BB, BG, BR, BZ, CA, CR, CU, CZ, DK, DM, EA, EC, EE, EP, ES, FI, GB, GD, GE, GH, GM, HR, ID, IL, IN, IS, KE, KZ, LC, LK, LR, LS, LT, LU, LV, MA, MG, MN, MW, MX, NO, NZ, OA, OM, PH, PL, PT, RO, SC, SD, SE, SG, SK, SL, TJ, TN, TR, TT, TZ, UA, UG, UZ, VC, VN, YU, ZA, ZM, ZW

The communication will be made to those Offices only upon their request. Furthermore, those Offices do not require the applicant to furnish a copy of the international application (Rule 49.1(a-bis)).

3. Enclosed with this notice is a copy of the international application as published by the International Bureau on 04 September 2003 (04.09.03) under No. 03/072412

4. **TIME LIMITS for filing a demand for international preliminary examination and for entry into the national phase**

The applicable time limit for entering the national phase will, **subject to what is said in the following paragraph, be 30 MONTHS** from the priority date, not only in respect of any elected Office if a demand for international preliminary examination is filed before the expiration of **19 months** from the priority date, but also in respect of any designated Office, in the absence of filing of such demand, where Article 22(1) as modified with effect from 1 April 2002 applies in respect of that designated Office. For further details, see *PCT Gazette* No. 44/2001 of 1 November 2001, pages 19926, 19932 and 19934, as well as the *PCT Newsletter*, October and November 2001 and **February 2002** issues.

In practice, **time limits other than the 30-month time limit** will continue to apply, for various periods of time, in respect of certain designated or elected Offices. **For regular updates on the applicable time limits** (20, 21, 30 or 31 months, or other time limit), Office by Office, refer to the *PCT Gazette*, the *PCT Newsletter* and the *PCT Applicant's Guide*, Volume II, National Chapters, all available from WIPO's Internet site, at http://www.wipo.int/pct/en/index.html.

For filing a **demand for international preliminary examination**, see the *PCT Applicant's Guide*, Volume I/A, Chapter IX. Only an applicant who is a national or resident of a PCT Contracting State which is bound by Chapter II has the right to file a demand for international preliminary examination (at present, all PCT Contracting States are bound by Chapter II).

It is the applicant's **sole responsibility** to monitor all these time limits.

The International Bureau of WIPO
34, chemin des Colombettes
1211 Geneva 20, Switzerland

Facsimile No.(41-22) 740.14.35

Authorized officer
Judith Zahra

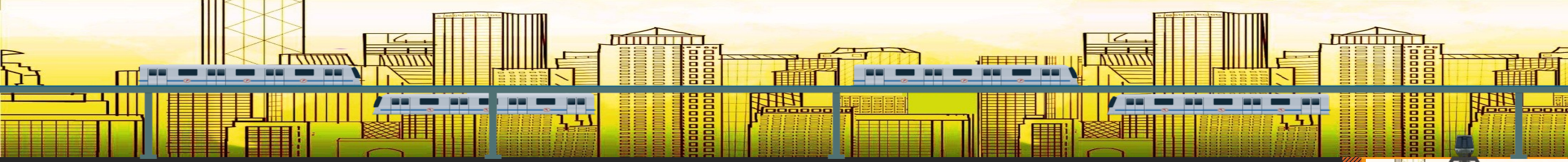
Telephone No.(41-22) 338.91.11

Form PCT/IB/308 (April 2002)

Publication number	WO 2003072412 A1
Publication type	Application
Application number	PCT/DE2003/000597
Publication date	4 Sep 2003
Filing date	25 Feb 2003
Priority date	28 Feb 2002
Also published as	CA2477514A1, 6 More »
Inventors	Brandherm Ulrich, Figger Axel, Schramek Dieter-Wolfgang, Schwager Hartmuth
Applicant	Brandherm Ulrich, Figger Axel, Schramek Dieter-Wolfgang, Schwager Hartmuth
Export Citation	BiBTeX, EndNote, RefMan

Patent Citations (6), Classifications (7), Legal Events (9)

External Links: Patentscope, Espacenet



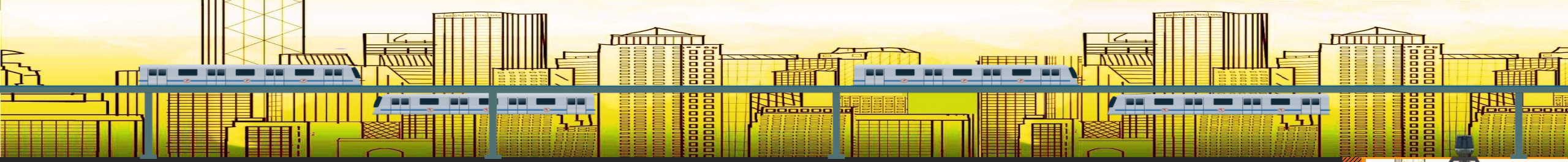
PRINCIPAL SHAREHOLDERS

CEO Walter J. Neumann andfounder, development engineer CTO Mr. Dieter Schramek of the IAT MAGLEV TEAM. The technology is from “IAT -INNOVATIVE ACCESS TEAM (IAT-MAGLEV) -Germany”, patent rights holders for the “Maglev Doubledecker Monorail” system, led by Mr. Walter J. Neumann and Mr. Dieter Schramek.

We are grateful to Innovative Access Team NRW from Germany for signing the MOU with us and cooperate in this green project implementation.

Mr. Walter J. Neumann
CEOIAT-INNOVATIVE ACESS TEAM

Mr. Dieter Schramek
CTOIAT-INNOVATIVE ACESS TEAM



UNITY TEAM MEMBERS

Maglev Magnetic Double Decker Monorail based entity focused on zero-emission, self sustaining operations, with core competencies in urban planning, passenger transportation, and smart growth. With the support of world-class strategic partners, IAT has the potential to spawn a new, global high-tech industry with compelling appeal from both a financial and environmental perspective.

IAT will provide a royalty perpetual license of its proprietary technology to

Unity Infra Transit Project Implementers for such equity rights. All assets, infrastructure, marketing agreements, leases and easements will remain the property.

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Mr N. Mohan
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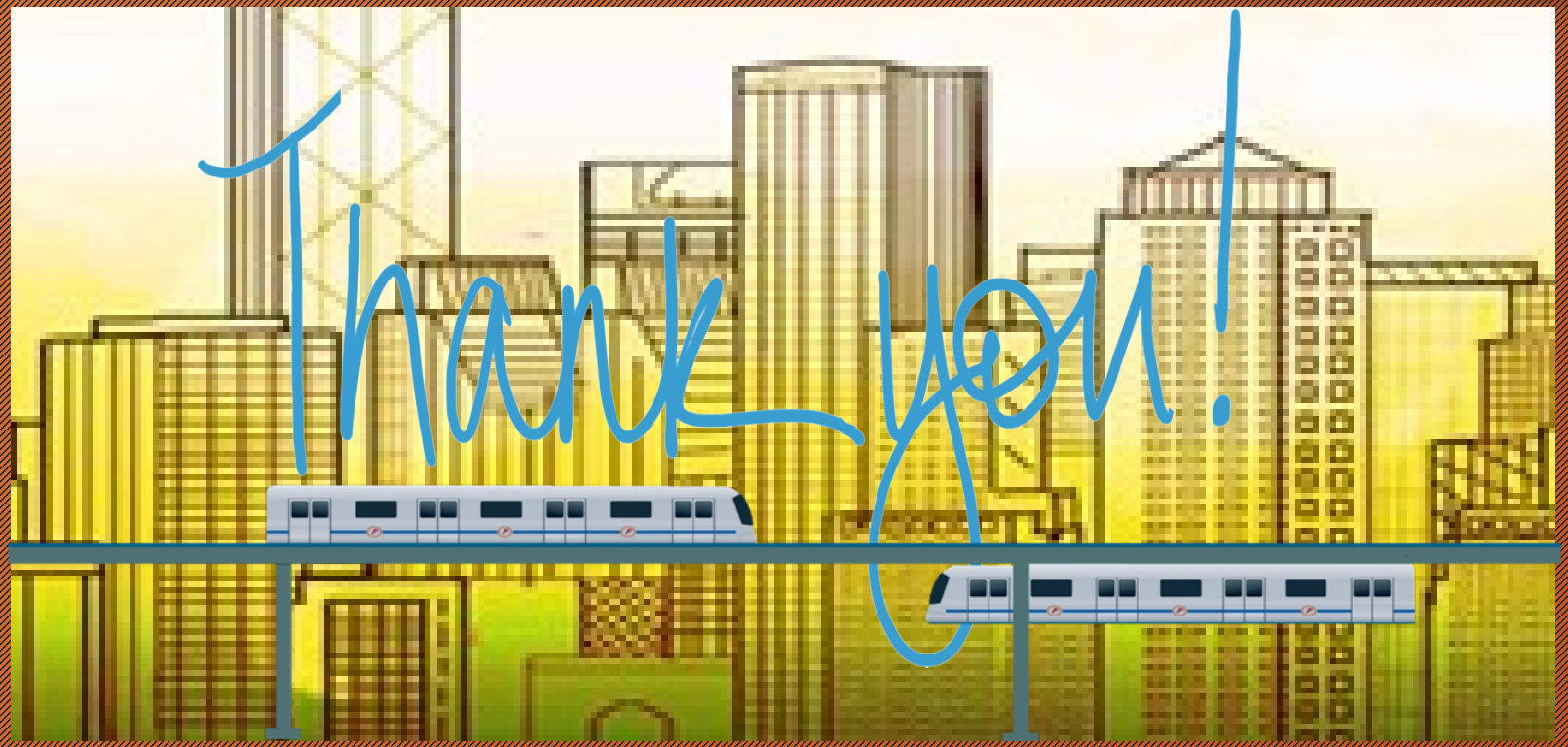
INNOVATIVE ACCESS TEAM



Unity Infra Transit Project Implementers