



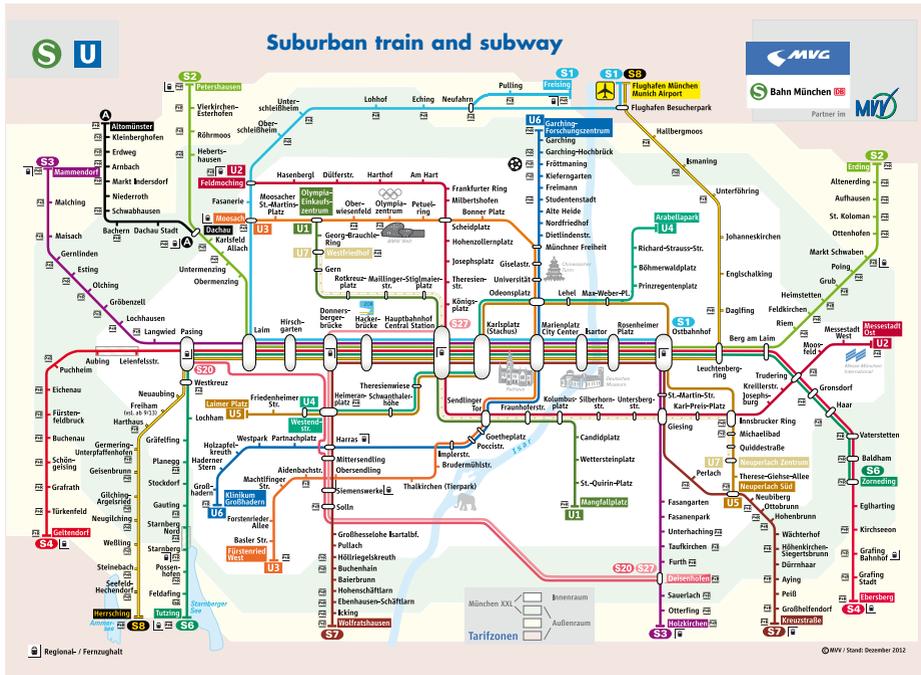
Münchener Verkehrs- und Tarifverbund GmbH (MVV)



Sustainable mobility for the
greater Munich area

S-Bahn | U-Bahn | Bus | Tram
www.mvv-muenchen.de

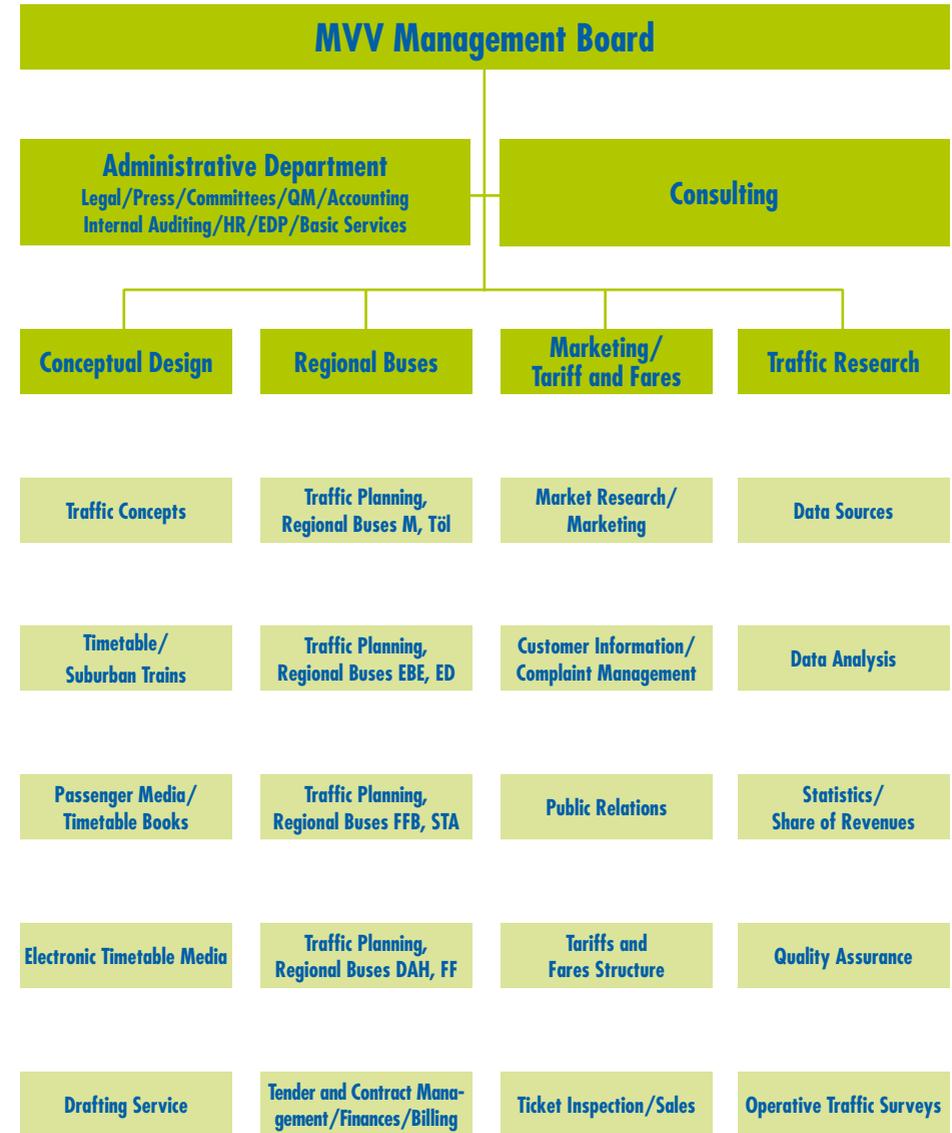
The recipe for success: „1 network. 1 schedule. 1 ticket.“



The Münchner Verkehrs- und Tarifverbund (MVV, Munich Transport and Tariff Association) is one of the largest public transport associations in Germany, rich in tradition and appreciated by its customers as being one of the most attractive public transport services in the country. The Free State of Bavaria, the state capital Munich and the eight administrative districts surrounding the city as well as more than 40 transport companies joined forces across boundaries within the MVV in keeping with their motto "1 network. 1 schedule. 1 ticket.".

The transport association MVV GmbH assures the horizontal and vertical coordination of the partners within the associati-

on. In its role as the management company for passengers, transport companies and commissioning authorities, the MVV GmbH carries out key tasks which include creating a joint tariffs and fares structure, distributing revenues, planning, controlling tenders and contracts with regard to regional bus transportation, system marketing as well as market research, providing customer information across various transport companies, in particular web-based timetable information across the association, conceptual transport planning as well as traffic and transportation research. In addition, the transport associati-



Milestones in the MVV's history

1963: The Munich City Council decides to build an underground transport system, the U-Bahn

1965: The authorities of the federal state decide to build the Munich S-Bahn (suburban railway)

1971: The MVV GmbH is founded by its shareholders the state capital Munich and Deutsche Bundesbahn (German Railways)

1972: Beginning of operations as an association with about 330 million passengers

1978: Beginning of the integration of regional bus lines into the MVV fares structure

1988: Regional bus lines of all districts in the association are integrated into the MVV fares structure

1995: The Free State of Bavaria founds the Bayerische Eisenbahngesellschaft (BEG, Bavarian Railroad Company) as the organisation to commission urban rail traffic services

1996: Reorganisation of the MVV as an association commissioning various tasks with the Free State of Bavaria, the state capital Munich and the eight surrounding administrative districts as partners

1998: MVV GmbH establishes its own consulting department

1999: Complete reorganisation of the MVV tariff and fares structure

2000: The transport association is the first in Germany to be certified according to DIN EN ISO 9001

2007: The "Europäische Metropolregion München" (EMM, European Metropolitan Region of Munich) is founded

2010: Extending the U3 underground line to the north makes Moosach the 100th U-Bahn station

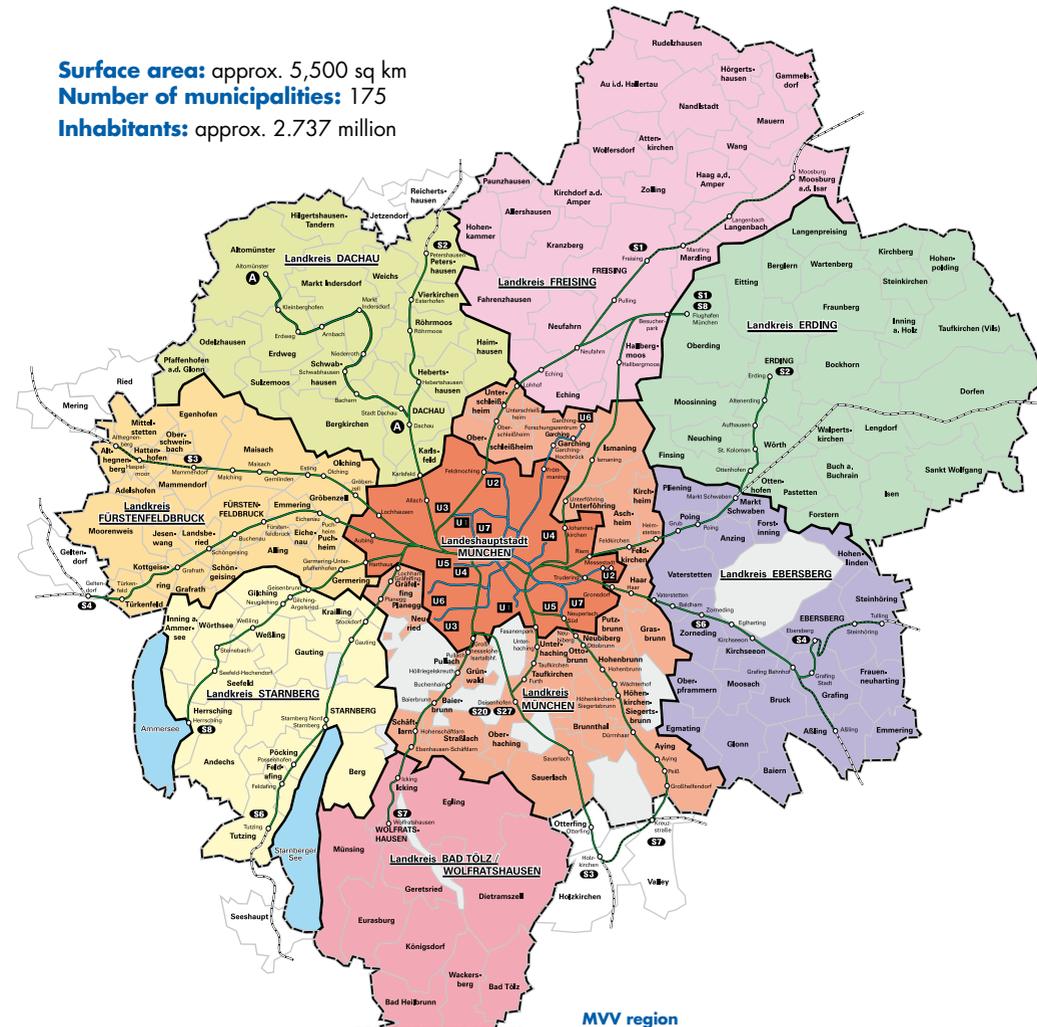
2012: The current number of approx. 660 million passengers within the MVV area has doubled compared to 1972

2013: The S-Bahn station at Freiham becomes the 150th S-Bahn stop within the MVV



All of this is part of the MVV

Surface area: approx. 5,500 sq km
Number of municipalities: 175
Inhabitants: approx. 2.737 million



MVV region

Last updated: December 2012

Boundary of a municipality

Boundary of a district

Boundary of the MVV region

Suburban and underground trains (S-/U-Bahn)

DB lines integrated into the MVV tariff and fares structure

DB lines not integrated into the MVV tariff and fares structure

Modes of transport integrated into the MVV

Regional railway: Since 1972 virtually all rail connections in regional train transport can be used with an MVV ticket.

S-Bahn: The S-Bahn München (suburban railway) has connected the Bavarian capital with its extensive surrounding area since 1972. About 800,000 passengers use the S-Bahn each weekday. The rail network of S-Bahn München comprises 442 km and has 150 stops.

U-Bahn: In 1971 – just in time for the opening of the XX Summer Olympics in Munich – the Munich underground went into operation. It is run by a municipal company, the Münchner Verkehrsgesellschaft mbH (MVG). It features six lines and 100 U-Bahn stops on more than 100 km of tracks.

Tram: The tram operated by MVG can look back on the longest history in Munich's public transportation system. The first tram went into operation in 1876. Today 13 tram lines and an overall track length of about 79 km make the city area accessible on highly frequented major arteries.

Inner-city buses: 11 MetroBus (metropolitan bus) lines and more than 50 StadtBus (city bus) lines form a network of about 460 km in length. The buses ensure that all areas of the city are fully accessible.

MVV regional buses: Together, the 8 administrative districts surrounding Munich are the client body in charge of managing and financing the MVV's regional bus traffic. The MVV's regional bus service currently includes more than 40 transport companies with about 500 buses on more than 200 regional MVV lines.

They serve over 3,600 stops every day and drive more than 27 million vehicle kilometres annually. Altogether, the regional bus lines within the MVV form a network of approx. 4,300 km in length.

The MVV and its goals



- Making the use of public transport as attractive and as easy as possible for our passengers beyond district and company boundaries.
- Ensuring a uniform user interface for our passengers, thereby making it possible to use synergy effects and create a brand identity for public transportation.
- Review of the geographic range of public transportation services in order to meet the ever-increasing demands of larger-scale integration of the state capital with its surrounding areas. In the long run, the MVV could be transformed into an association based on the "Europäische Metropolregion München" (EMM, European Metropolitan Region of Munich), the scope of which still needs to be defined.
- Ongoing development of the transport association into a mobility association that integrates all forms of mobility – i.e. also including pedestrians, cyclists and motorists – thus pursuing the concept of inter- and multi-modal transportation.
- Catalyst for technical and structural innovation as well as innovation with regard to sales and planning in public transport.
- Future-oriented design of public transport as a prerequisite for ecologically sustainable mobility for the greater Munich area.



**The best way to get
an overview of Munich.**

A white speech bubble with a black outline and a tail pointing towards the giraffe. Inside the bubble, the text 'CITYTOURCARD!' is written in a bold, blue, sans-serif font.

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Our ticket for Munich visitors.**