

THE GONDOLA PROJECT

WHITE CARDS: Singapore Cable Car

About

The Singapore Cable Car was built in 1974 as a BDG system and then reconstructed in 2010 as an MDG.

This tourist system offers visitors a unique ride from the mainland to Sentosa Island, a former military base that had been converted into a major resort.

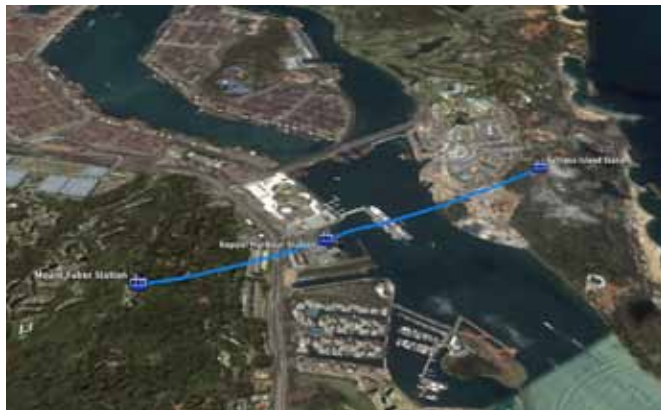
This cable system was the first to incorporate a mid-station within a pre-existing high-rise building — a strong demonstration of cable's ability to adapt to the existing urban form. The Singapore Cable Car was also the first system to span a major harbour.



Entering the mid-station at Keppel Harbour Station, located inside an office building.

The Route

The Cable Car travels from Mount Faber to Sentosa Island, with one mid-station at Keppel Harbour.



System Stats

Technology	MDG
Year	1974 (2010 rebuild)
Length	1.7 km
Stations	3
Cabin capacity	8 persons
Trip time	12:00
Company	Doppelmayr



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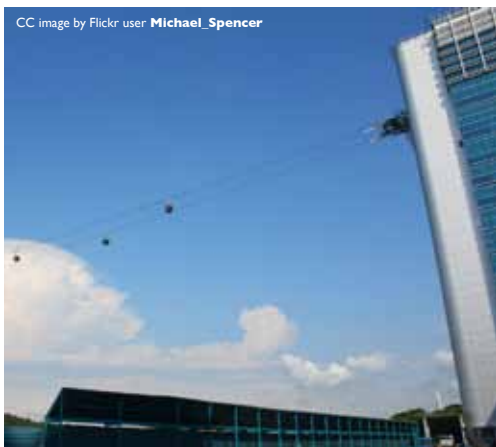


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Analysis



The ability to engineer a **mid-station** within a pre-existing, high-rise structure is a true testament to the technology's flexibility. This could be adapted into an urban context, allowing for fast and efficient transfers between transit modes and stations in dense urban areas.



Given the fact that the industry possesses climate control technology, it is unclear as to why the Singapore cabins were designed with **no air conditioning**, especially for a system located in a tropical rainforest climate.



In stark contrast to the sleek, new MDG cabins, the **main tower** for the system is essentially a giant concrete pylon. For a key piece of infrastructure on a tourist system in the rain forest, the tower appears rather utilitarian.



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TECHNOLOGY: MDG <http://gondolaproject.com/mdg>



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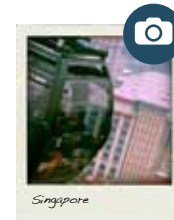


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