

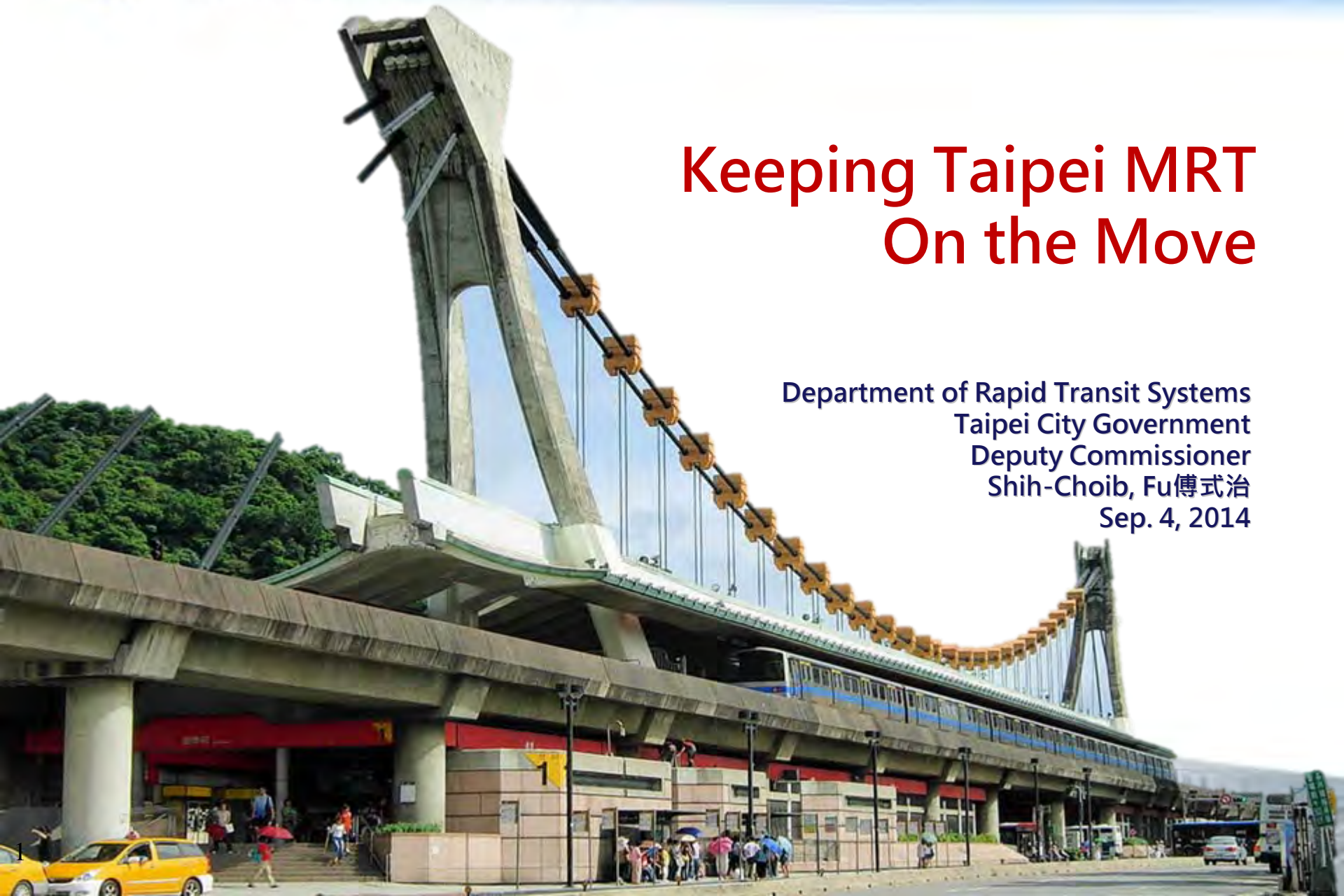


臺北市政府捷運工程局

DEPARTMENT OF RAPID TRANSIT SYSTEMS, TCG

Keeping Taipei MRT On the Move

Department of Rapid Transit Systems
Taipei City Government
Deputy Commissioner
Shih-Choib, Fu 傅式治
Sep. 4, 2014



Contents

- History of Taipei MRT
- Taipei MRT Network
- Achievements
- Future Developments
- Conclusion





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History of Taipei MRT



History of Taipei MRT

- Over 25 years since established in 1987
- Responsible for the planning, design and construction of mass rapid transit systems in the Taipei Metropolitan Area
- Handed over to Taipei Rapid Transit Corporation (TRTC) for operation and maintenance after completion of MRT construction
- The first MRT route was opened to the public in March 1996.





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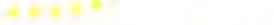
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Taipei MRT Network



Constructing a World Class MRT System for the Taipei Metropolitan Area

- ① Zhongshan N. Rd.
- ② Muzha E. Rd.
- ③ Nanping E. Rd.
- ④ Zhongxiao E. Rd.
- ⑤ Xinyi Rd.
- ⑥ Heping E. Rd.
- ⑦ Songjiang Rd.
- ⑧ Dunhua N. Rd.
- ⑨ Keelung Rd.
- ⑩ Roosevelt Rd.
- ⑪ Beitou Rd.
- ⑫ Yonghe Rd.
- ⑬ Jingping Rd.
- ⑭ Wenhua Rd.
- ⑮ Minsheng Rd.
- ⑯ Nanya S. Rd.
- ⑰ Sichuan Rd.
- ⑱ Zhongyang Rd.

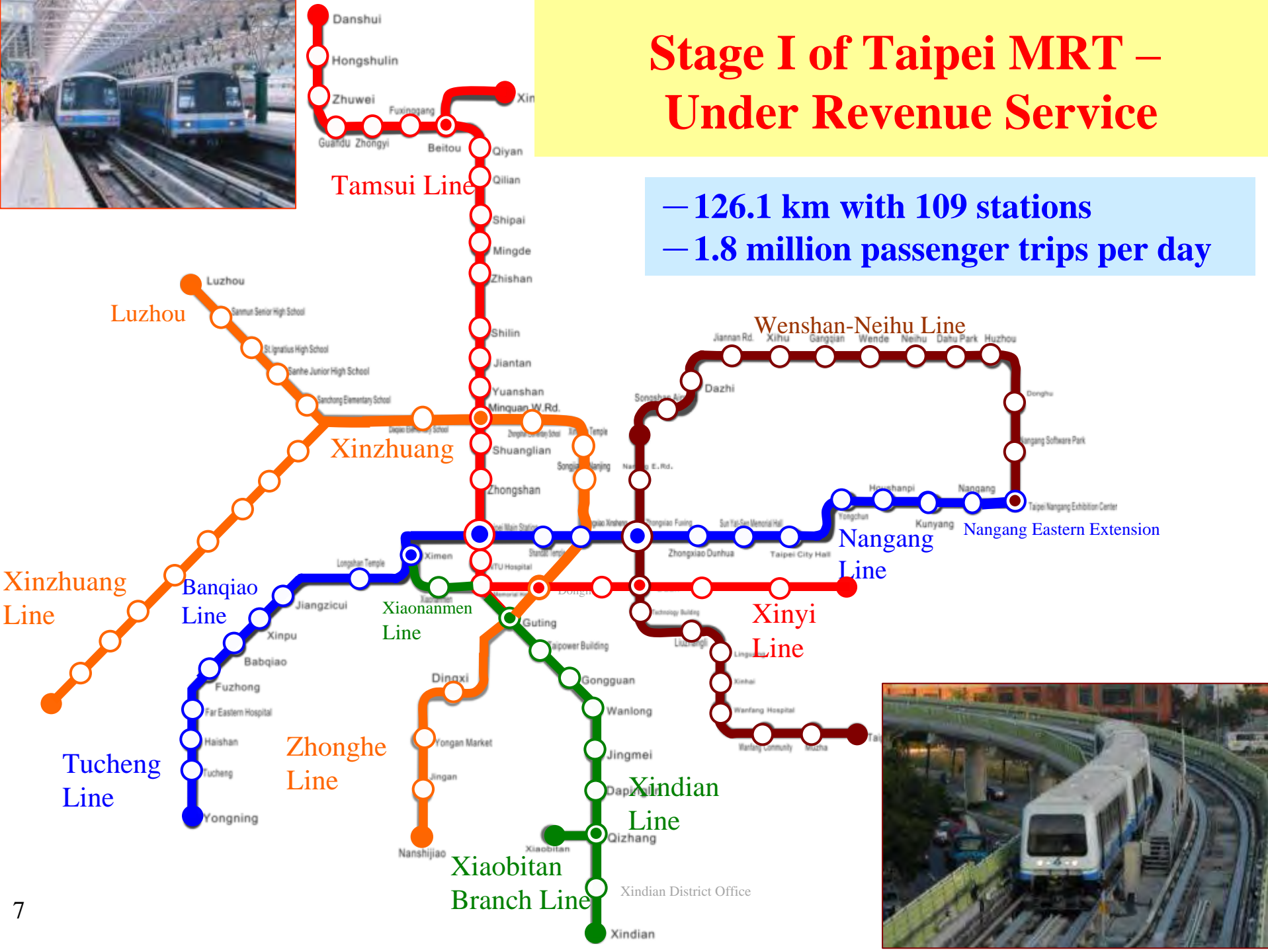


formed by:
– grid-shaped network with several L-shaped routes
– circular lines constructed in its surrounding satellite cities



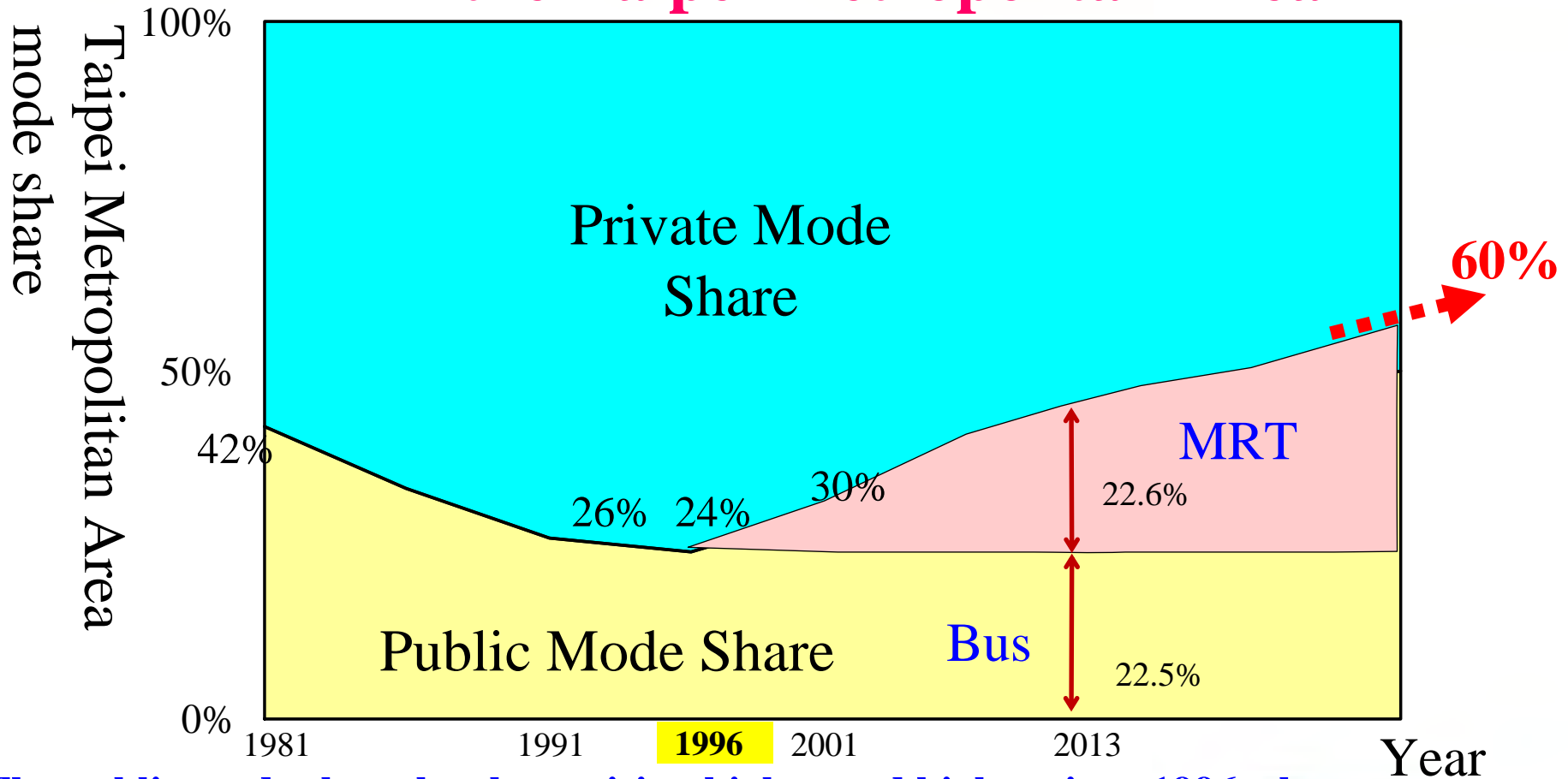
Stage I of Taipei MRT – Under Revenue Service

- 126.1 km with 109 stations
- 1.8 million passenger trips per day





• Development of Mass Transportation in the Taipei Metropolitan Area



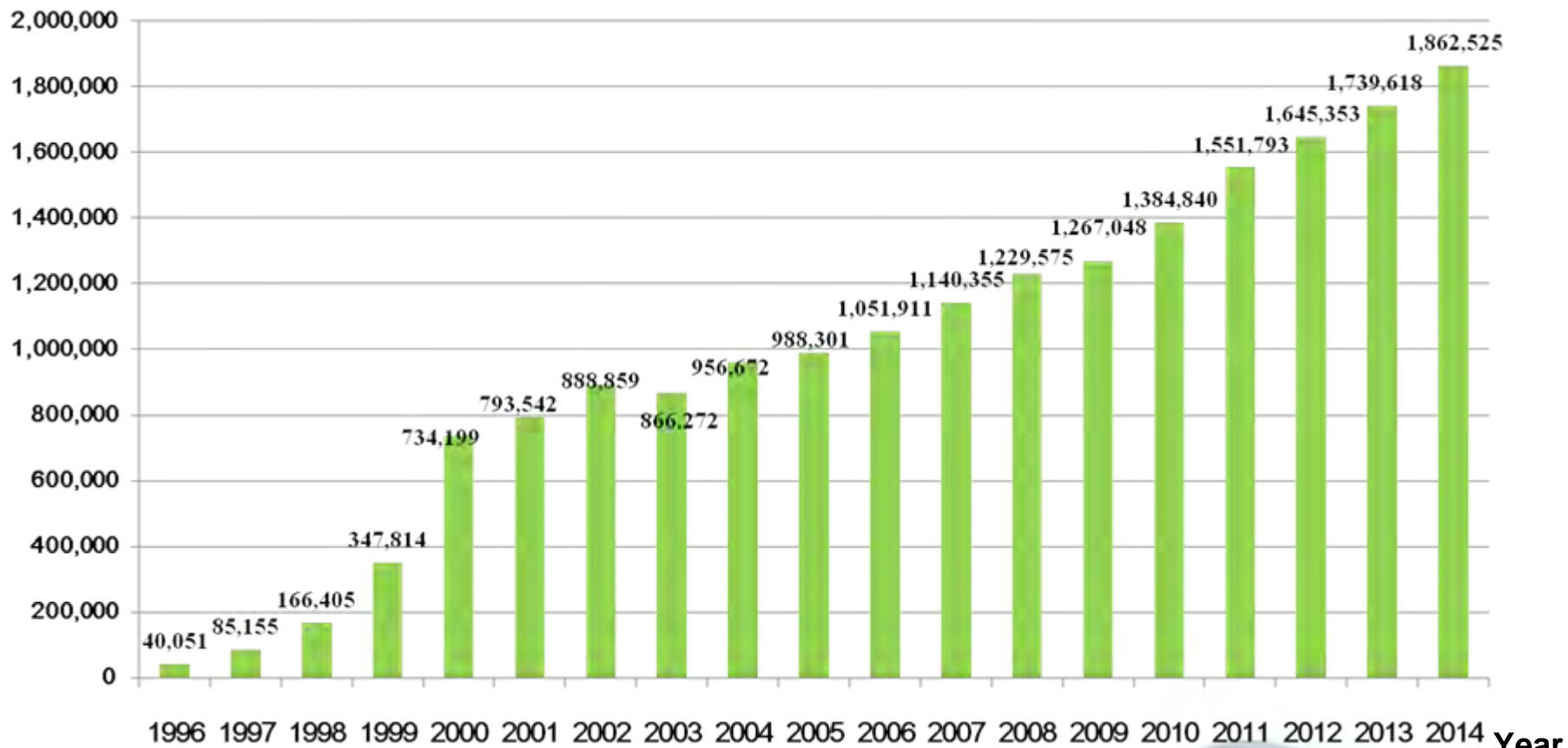
The public mode share has been rising higher and higher since 1996 when the Muzha line began revenue service. Expected public transportation trip percentage in Taipei Metropolitan Area will be upgraded to a target of 60% . (The public mode share is about 45.1% in 2013.)

Daily Average Passengers

OVERVIEW

■ Average Daily Ridership

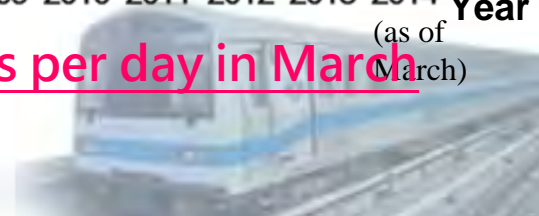
Ridership



Year
(as of
March)

□ Taipei MRT carried more than 1.86 million passenger trips per day in March

2014.



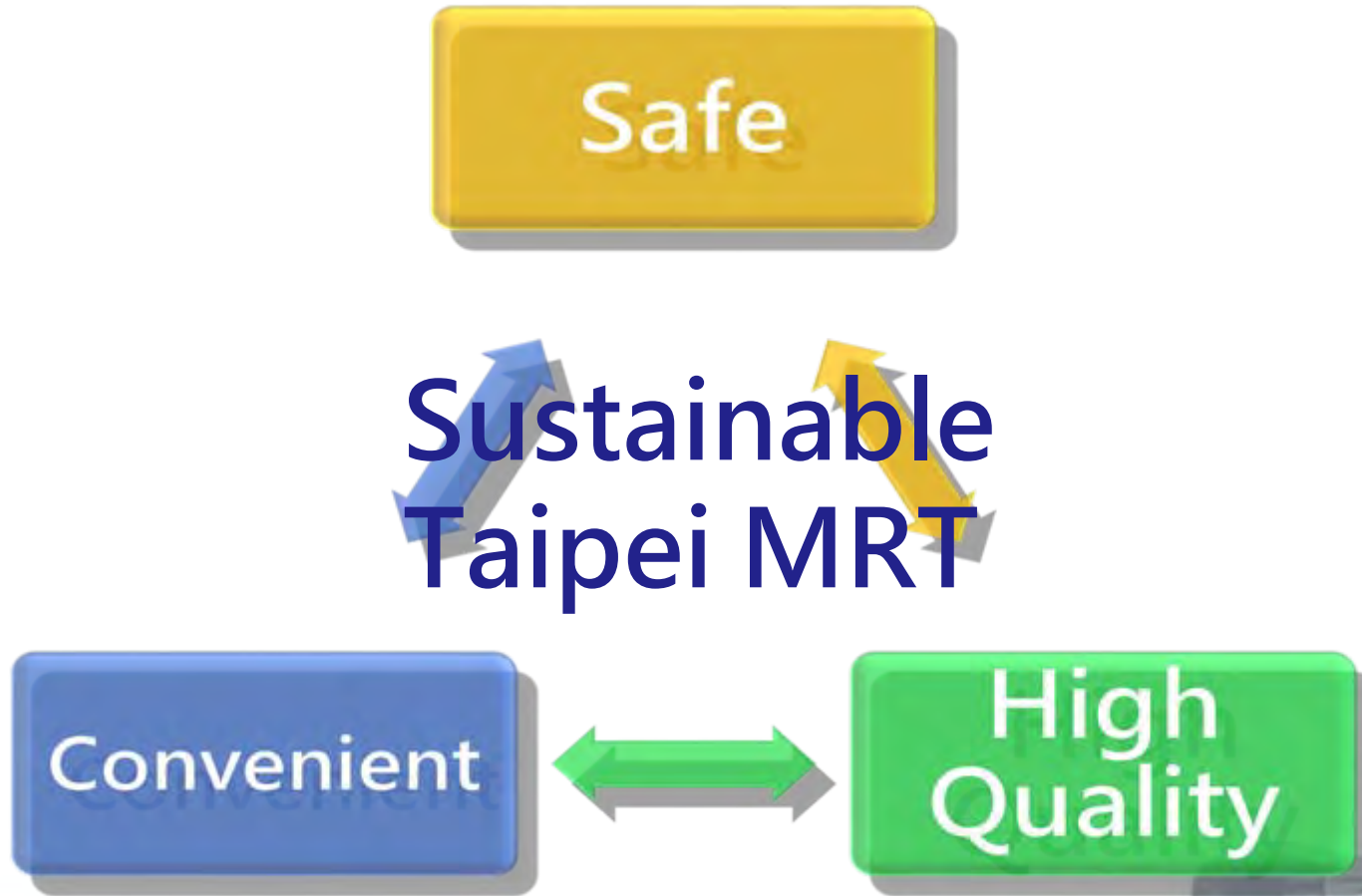


Achievements



Stable Service Quality

➤ Quality Policy of Taipei MRT



Stable Service Quality

➤ Stability Best of Nova Group

Members



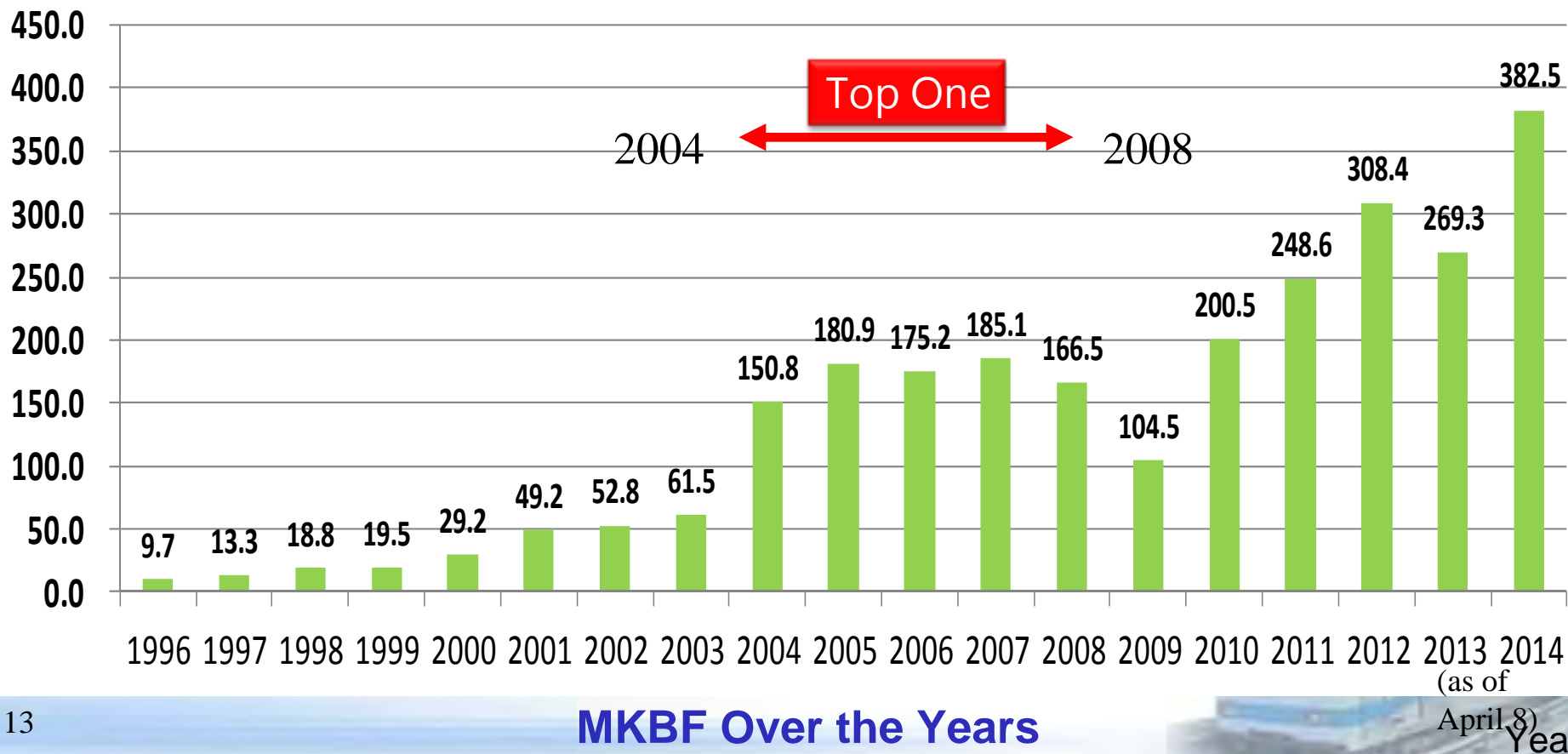
Stable Service Quality

■ Mean car-Kilometers Between service-delay Failure (MKBF) of more than 5 mins

Car-km (x10,000)

between Every 5 + Mins.

Delay Incident



Stable Service Quality

➤ Became CoMET member in 2011



年運量5億以下

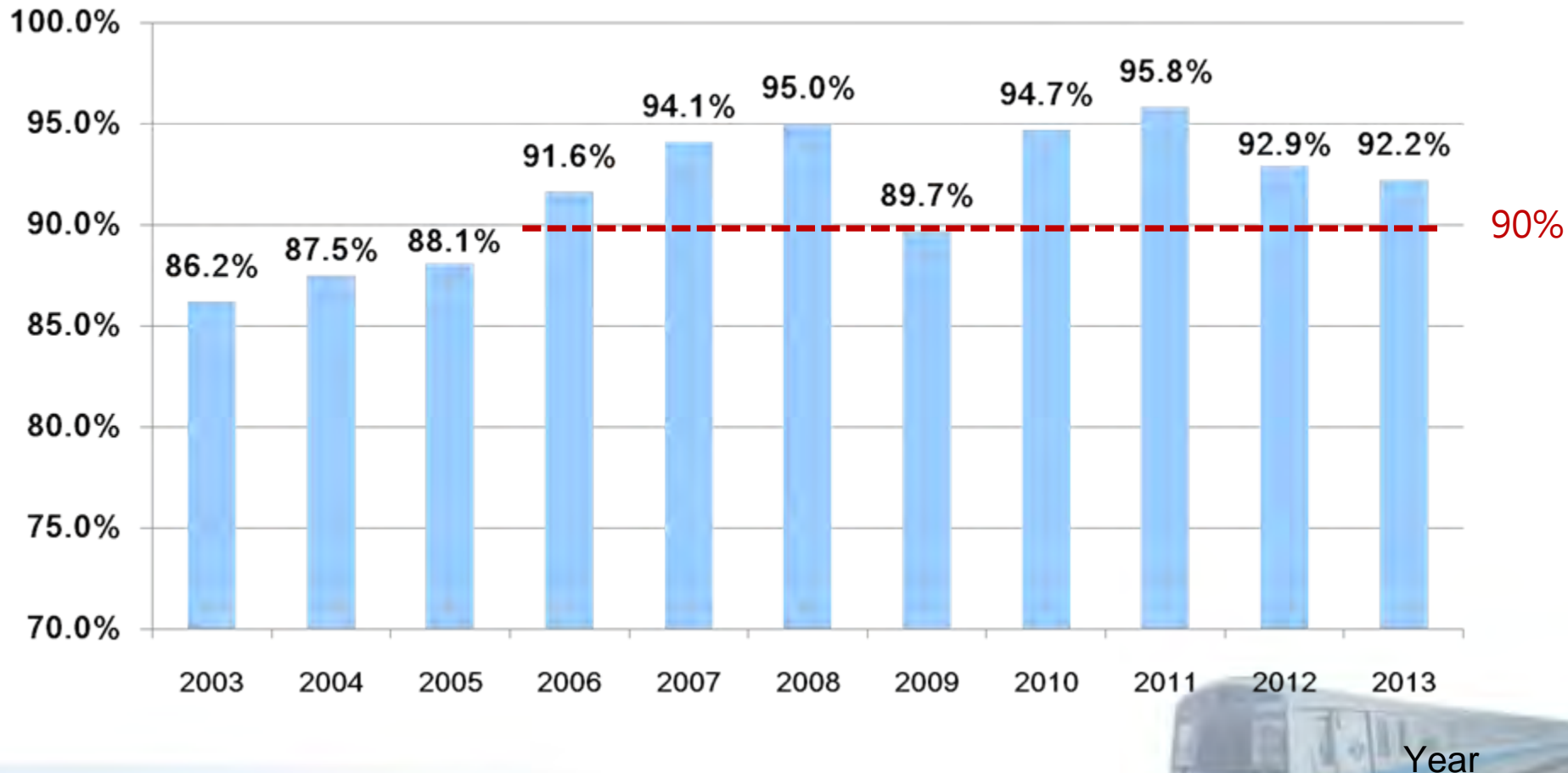
年運量5億以上



Stable Service Quality

■ Passenger Satisfaction

- ◆ Surpassed 90% since 2006 (with the only exception of 2009)



Passenger Satisfaction Over the Years



Year

Outstanding Construction & Station

➤ Elevated Sections and Stations

- Elevated sections are primarily located on the Wenzhou and Tamsui lines.



Outstanding Construction & Station

➤ **Ground-level Sections and Stations**

- Ground-level sections are only located on the Tamsui line.



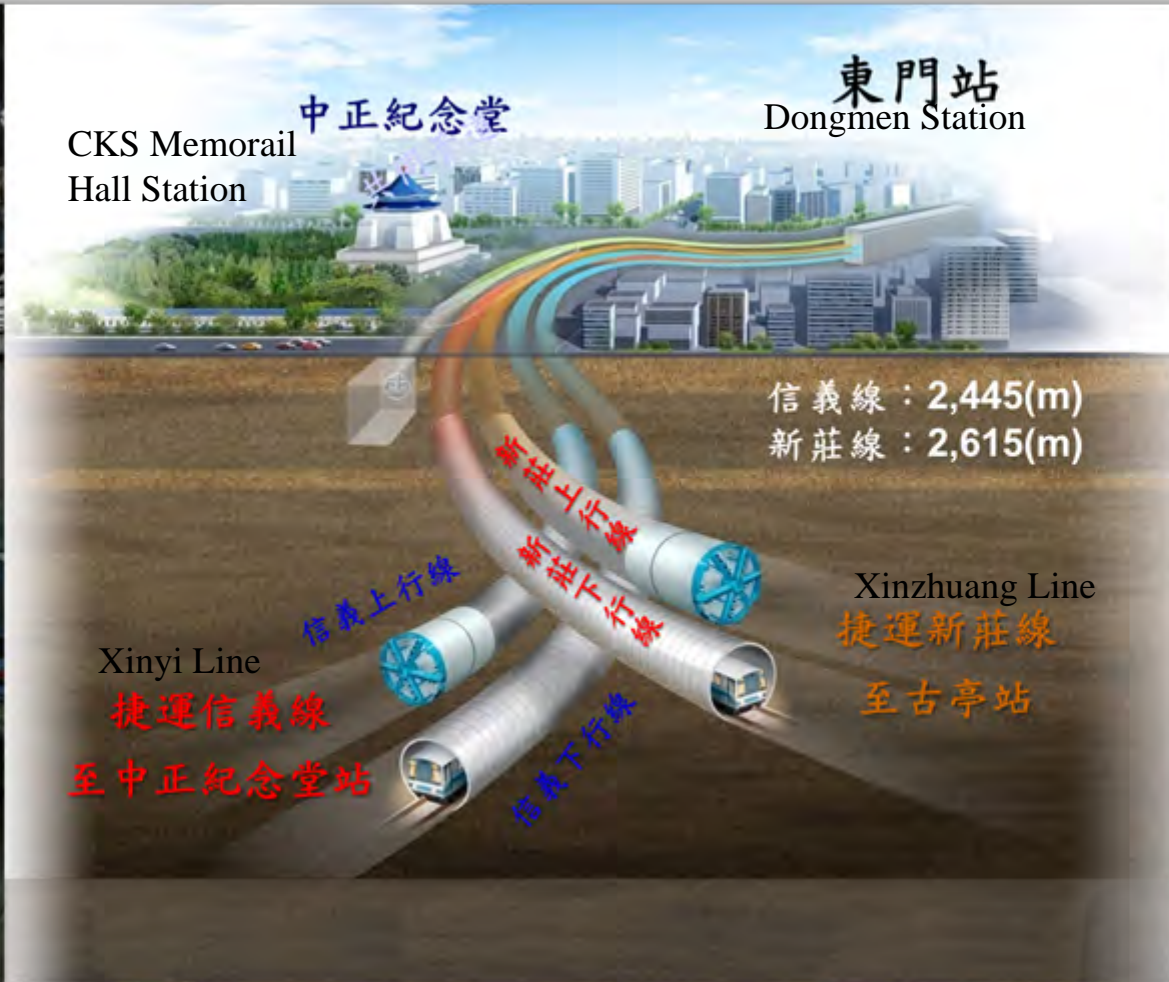
Outstanding Construction & Station

- **Underground Sections and Stations**
 - Most in-service lines are located underground.



Outstanding Construction & Station

➤ Underground Sections and Stations



Artistic Stations

➤ Unique Landmark

- MRT stations blend into the surrounding environment.
- Unique features turn the stations into local landmarks.



Artistic Stations

➤ Public Art

- As a pioneer in the area of public art
- Art Works blend into station design



Common Ducts and Environments Integration

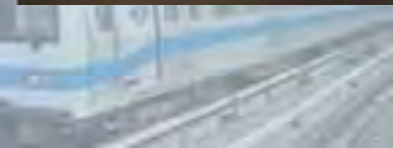
➤ Simultaneous Common Duct and MRT Construction



Common Ducts and Environments Integration

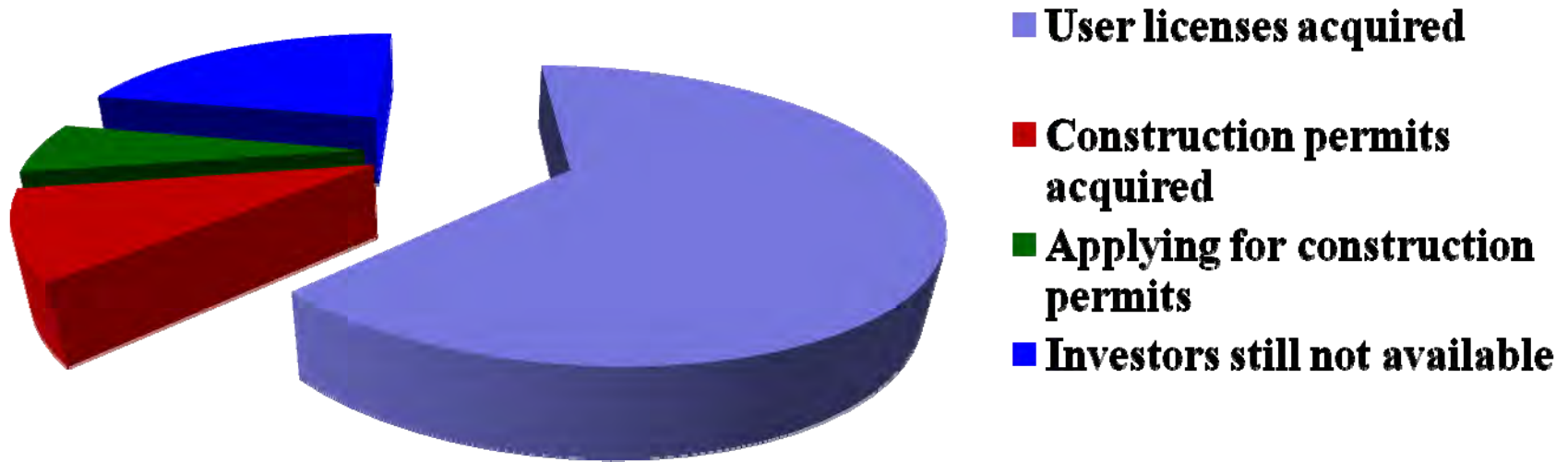
➤ User-friendly design

Integrated road landscape, sidewalks, bike lanes, and public facilities



Benefits of JD

➤ Implementation Status of Joint Development Site (JD)

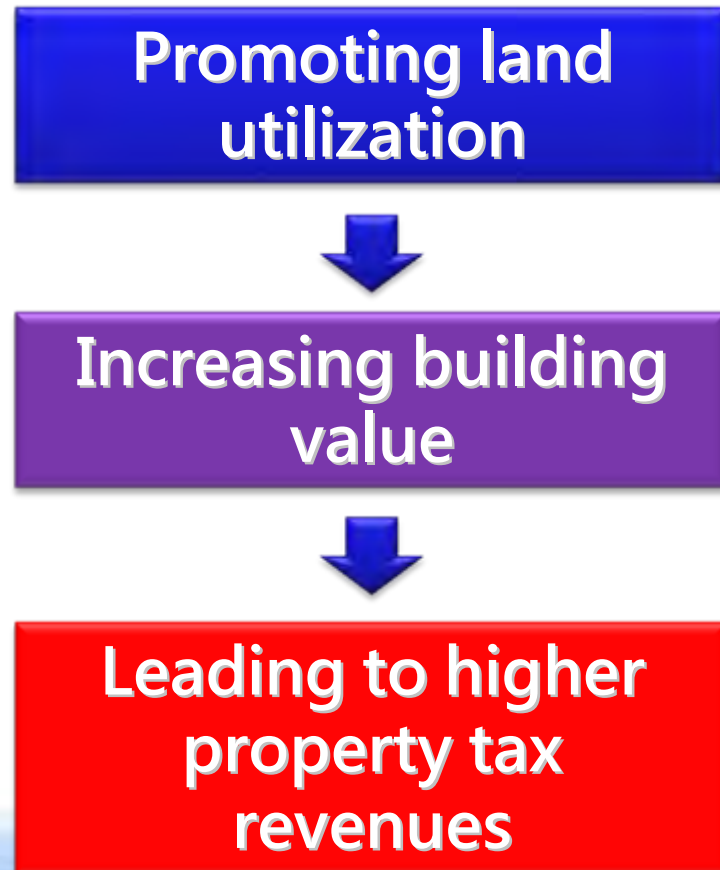


Implementation status	User licenses acquired	Construction permits acquired	Applying for construction permits	Investors still not available	Total
Number of sites	53	10	2	8	73

Data as of Aug., 2014

Benefits of JD

- Promoting Land Utilization and Increasing Local Tax Revenues



Benefits of JD

➤ Promoting Urban Development

- ◆ Residences and shopping malls are integrated into MRT facilities.
- ◆ Modern architecture replaces old buildings and in the process creates a new regional outlook.



(After)



(Before)

Benefits of JD

➤ **Enhancing Urban Function and Quality**

- ◆ Development locations are selected based on local leisure and activity spaces.
- ◆ Projects promote transportation and an ecological city.



Benefits of JD

➤ **Enhancing Urban Function and Quality**

- ◆ Coordinating with Surrounding Environments



Benefits of JD

➤ Coordinating Land Development with Urban Renewal



Nanjing Samin Stion JD



Taipei Bus Terminal JD

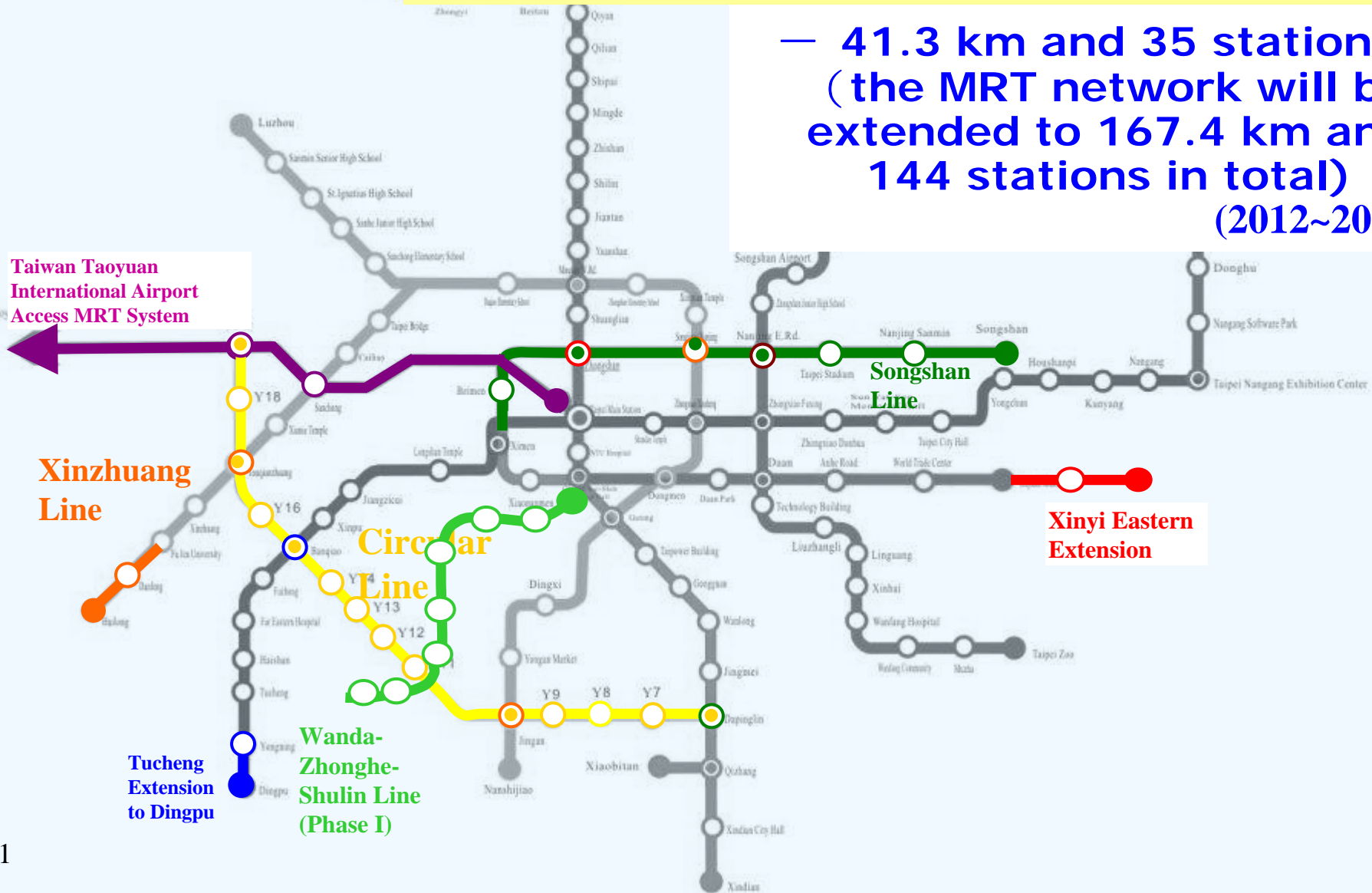


Future Developments

Stage II of Taipei MRT

MRT Routes Under Construction

- 41.3 km and 35 stations (the MRT network will be extended to 167.4 km and 144 stations in total) (2012~2018)



Stage II of Taipei MRT

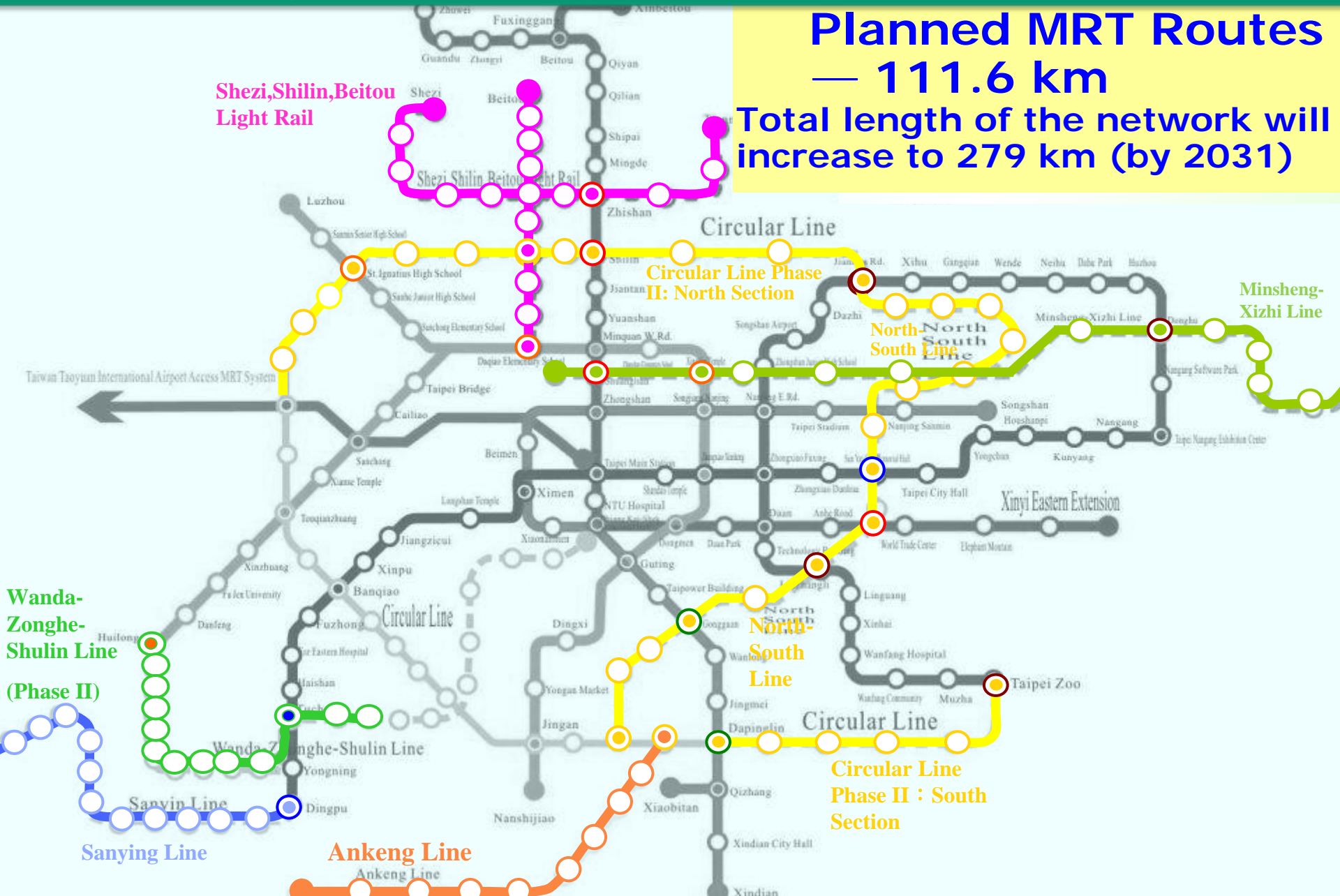
Approved MRT Lines under Construction

Route	Length (km)	No. of Stations	Estimated Commercial Service Date	Budget (NT. Billon)
Songshan Line	8.5	8	Late 2014	49.93
Tucheng Extension to Dingpu	2.0	1	2015	7.62
Taiwan Taoyuan International Airport Access MRT System (Sancong to Taipei City Section)	4.0	1	April Completed construction will be handed over to the Bureau of High Speed Rail in 2015	10.45 ^{*1}
Circular Line Phase I	15.4	14	December 2016	69.97 ^{*2}
Xinyi Eastern Extension	1.6	2	December 2017	13.10 ^{*2}
Wanda-Zhonghe-Shulin Line Phase I	9.5	9	December 2018	77.78 ^{*2}
Xinzhuang Line (Xinzhuang Depot)	0.3	0	January 2018	167.69
Total	41.3	35		396.55

Stage III of Taipei MRT

**Planned MRT Routes
— 111.6 km**

**Total length of the network will
increase to 279 km (by 2031)**

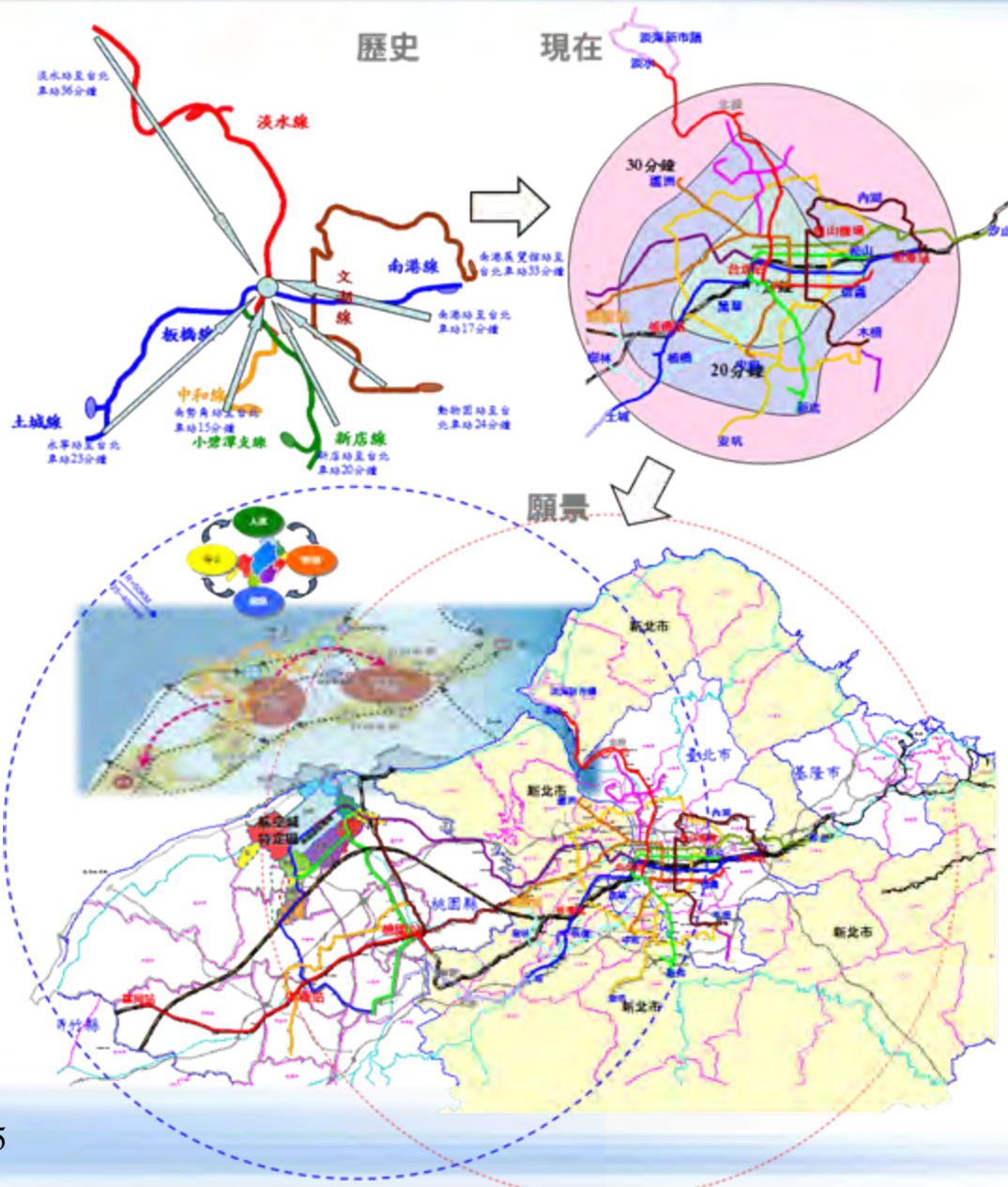


Stage III of Taipei MRT

Planned MRT Lines

Route	Length (km)	No. of Stations (Ground/Elevated/Underground)	Budget (NT. Billion)
Minsheng -Xizhi Line	17.4	18 (0/10/8)	115.99
Sanying Line	18.2	12 (0/12/0)	105.45
Ankeng Line	7.8	9 (4/5/0)	17.97
Circular Line - North Section & South Section	20.5	18 (0/10/8)	138.32
Wanda-Zhonghe-Shulin Line (Phase II)	13.3	13 (0/11/2)	57.88
North-South Line	16.5	15 (0/0/15)	101.92
Shezi, Shilin, Beitou Light Rail Lines	17.9	22 (12/5/0)	30.39
Total	111.6	107	567.92

Full Network Development Benefits



- A. Reaching MRT length
➔ 40km/million people
- B. Expanding MRT network
➔ over 270km
- C. Achieving daily trips
➔ over 3.6 million/trips
➔ Public transportation Share 60%
- D. Walking to MRT station in downtown
➔ within 500 meters





Conclusion



101065557





Vision

- Excellence in construction
- Efficiency in operation
- Easy travel in Taipei



Goals

- To building a safe MRT
- To pursuing a people-first MRT
- To performing high-quality construction
- To striving for a sustainable MRT



